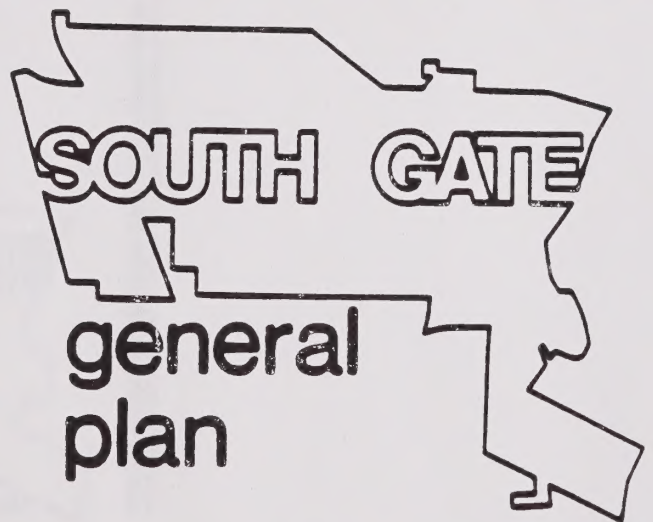


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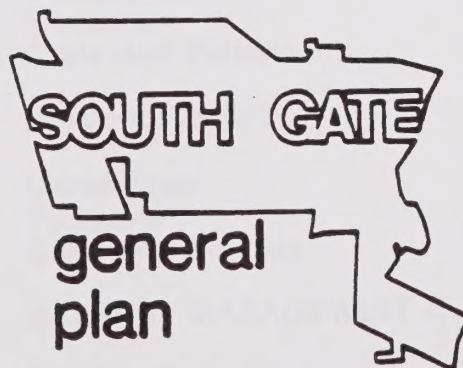



GENERAL PLAN

CITY OF SOUTH GATE

Recommended for adoption
by Planning Commission
Resolution No. 86-84,
dated: September 2, 1986.

Adopted by the City Council
Resolution No. 4457,
dated: November 24, 1986.





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INTRODUCTION

I.1 Purpose of the General Plan

State law requires that every county and city prepare and adopt a comprehensive, long-range plan to serve as a guide for the physical development of that jurisdiction. The plan must consist of an integrated and internally consistent set of goals, policies, and implementation measures. In addition, the plan must focus on those issues that are of the greatest concern to the community and be written in a clear and concise manner.

The current Government Code (Section 65302) requires that a general plan contain seven elements: 1) Land Use, 2) Circulation, 3) Housing, 4) Conservation, 5) Open Space, 6) Noise, and 7) Safety. The following descriptions for each element appear in the State General Plan Guidelines:

Land Use Element - The Land Use Element must designate the general location, distribution, and extent of the various land uses proposed for that particular jurisdiction. The Element must clearly identify standards for population density and development intensities. The Land Use Element must also identify those areas that may be prone to flooding.

Circulation Element - The Circulation Element must identify the general location and the extent of the existing and proposed roadways, highways, railroads and transit routes, terminals, and public utilities and facilities.

Housing Element - The Housing Element must identify the existing and projected housing needs and establish goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet the needs of all economic sectors of the community.

Conservation Element - The Conservation Element provides for the conservation, development, and use of natural resources including water, forest, soils, rivers, lakes, harbors, fisheries, wildlife, minerals, and other natural resources.

Open Space Element - The Open Space Element details plans and measures for the preservation of open space as well as management of natural resources, outdoor recreation, and public health and safety.

Noise Element - The Noise Element examines noise sources and provides information which may be used in setting land use policies to encourage noise-compatible uses and to aid in the establishment and subsequent enforcement of a local noise ordinance.

Safety Element - The Safety Element establishes standards and plans for the protection of the community from a variety of hazards including fire and geologic. (The Legislature, in 1985, eliminated the requirement for a separate seismic safety element. The statute now requires components of the seismic safety element to be incorporated into the Safety Element).

In addition to the mandated elements, a jurisdiction may incorporate optional elements into the plan, including but not limited to: recreation, community design, public facilities, transportation, redevelopment and a host of others (Section 65303). The State requirements provide some flexibility in the preparation of a general plan, allowing for the combination of several mandated elements into a single element when it is appropriate. The State Code, on the other hand, provides very specific guidelines and requirements for the preparation of the noise and housing elements.

The General Plan has been an important component in local planning for many years though the specific requirements have changed over time. Many of these changes involve definitions or interpretations of the General Plan process resulting from litigation which sought to clarify certain requirements. Based on the interpretations of the courts, the General Plan must conform to the following requirements:

Each part of the General Plan must be internally consistent and all parts must be mutually consistent;

The Zoning Map, revisions to the Map, subdivision approvals, and the Zoning Ordinance must be consistent with the General Plan;

All capital improvements and public works projects must be consistent with the General Plan;

The adoption of ordinances and plans which address the individual mandatory items required in the elements is not the same as adopting an element; and

Moratoriums may be declared on those development approvals which require findings of consistency with the General Plan until an adequate General Plan is prepared.

I.2 Organization of the General Plan

The South Gate General Plan consists of three major components: 1) the General Plan, containing the required and optional elements; 2) the Environmental Impact Report; and 3) The Background Report.

The Background Report serves as the technical support document and contains all of the support analysis and technical data for the General Plan revision. Background information has been collected and analyzed on major issues including demographics, land use, traffic, public facilities, public safety, and economic characteristics. The resulting analysis identified opportunities, problems, and trends which will provide the basis for the setting of goals and objectives and the direction of General Plan policies. The Background Report also describes the existing conditions of the City and serves as a support document for the Master Environmental Assessment.

The elements contained in the City of South Gate General Plan include the following:

COMMUNITY DEVELOPMENT ELEMENT	Section CD
INFRASTRUCTURE ELEMENT	Section INF
HOUSING ELEMENT	Section H
RESOURCE MANAGEMENT ELEMENT	Section RM
NOISE ELEMENT	Section N
HAZARDS MANAGEMENT ELEMENT	Section HM
ECONOMIC DEVELOPMENT ELEMENT	Section ED
IMPLEMENTATION ELEMENT	Section IMP

The Community Development Element meets the State mandated requirements for a Land Use Element; the Resource Management Element conforms to the State requirements for the inclusion of Conservation and Open Space Elements into the General Plan; and the Hazards Management Element meets the requirements for a Safety Element.

The South Gate General Plan also includes two optional elements: an Economic Development Element and an Implementation Element.

The Economic Development Element includes a strategy to broaden and stabilize the City's economy. It includes goals and policies to utilize in developing economic potential, including the diversification of the City's revenue base. The Implementation Element will provide a variety of measures that may be used in implementing specific policies along with the identification of any responsible agencies and target dates. The interrelationship between those elements contained in this General Plan and those elements mandated by State law is shown in Figure I-1.

The individual elements are divided into three sections: (1) Introduction, (2) Proposals, and (3) Goals and Policies. The Introduction provides information concerning the rationale for the inclusion of this particular element into the General Plan with special attention given to any statutory requirements. The Introduction also identifies the specific problems, opportunities, and issues identified in the Background Report and provides the justification of further action on the part of the City. The Proposals section documents the implications of the individual goals and policies contained in the following section. The final section of each element contains the Goals and Policies. Goals are very broad statements of purpose that reflect a general consensus of the community and local government. The policies provide a more detailed elaboration of how the City proposes to fulfill the goals, and specific implementation measures toward that end are identified under each policy. The Implementation Plan contains implementation measures that are designed to carry out the goals and policies. The following is an illustration of the structure of the Goals and Policies component of the individual elements:

GOAL 1.0

(A BROAD STATEMENT OF PURPOSE THAT IS A REFLECTION OF THE GENERAL CONSENSUS OF THE COMMUNITY).

POLICY 1.1 (A more detailed elaboration of the way in which the goal is to become reality).

- a. (Specific measures designed to implement the stated policies and the goals are identified in the Implementation Plan).
-

This General Plan and its elements will replace the previous Plan and elements. The previous General Plan contained ten elements which were adopted at different times during a 10-year period. This General Plan Update reformats and, in some instances, combines several earlier elements into a single element. In addition, a certain number of the goals and policies articulated in the previous General Plan have been incorporated into the elements contained in this General Plan.

The Environmental Impact Report will serve to illustrate how the General Plan and Background Report are to be used to analyze the environmental impacts that may be anticipated with the implementation of the revised General Plan. The Background Report will provide detailed descriptions of the environmental setting for the Environmental Impact Report (EIR) for the General Plan. The individual General Plan components are illustrated in Figure I-2.

Figure I-1
South Gate General Plan

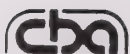
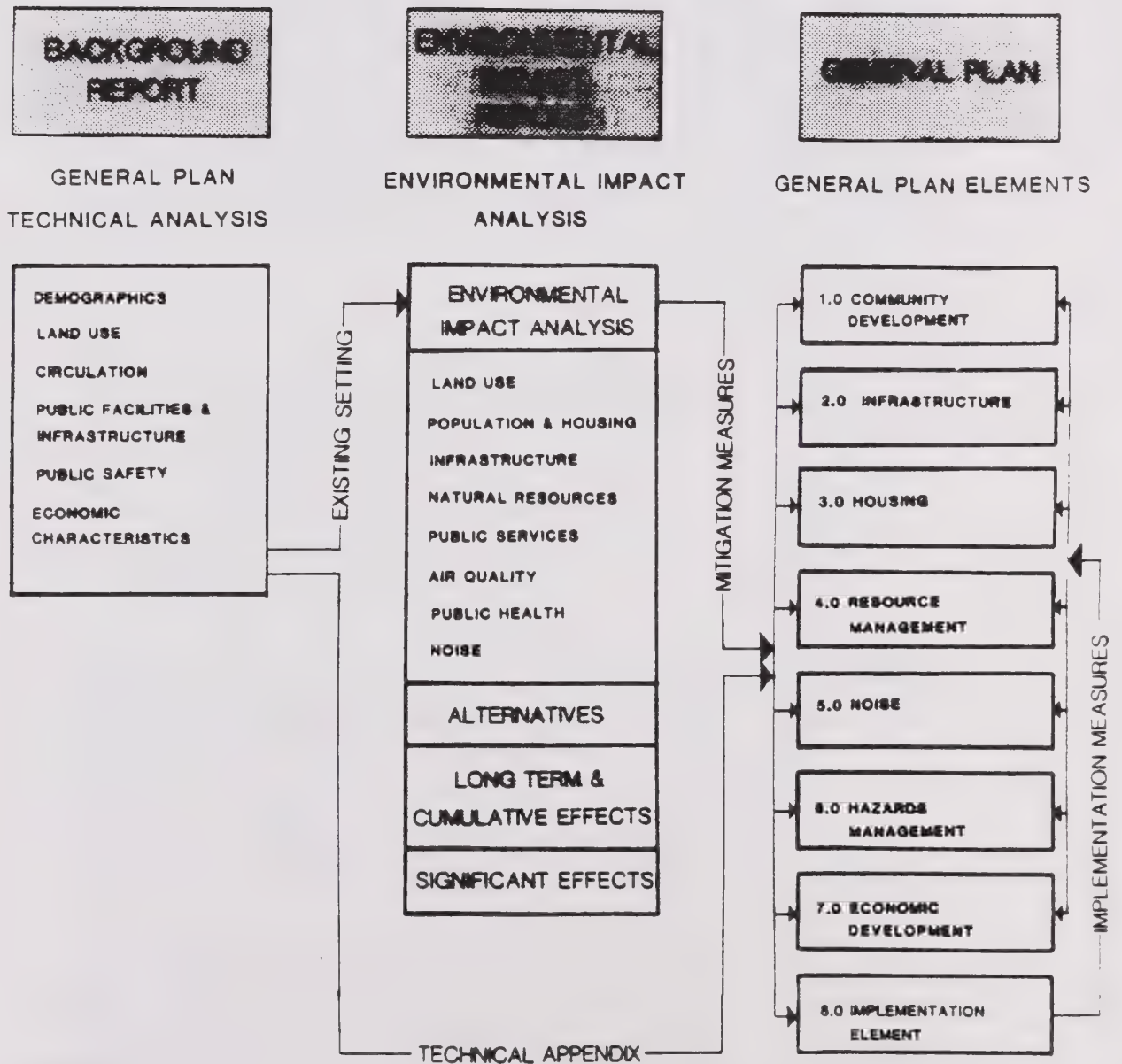


Figure I-2
General Plan Consistency Matrix

		STATE LAW						
SOUTH GATE GENERAL PLAN	ELEMENTS	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	NOISE	SAFETY
								(OPTIONAL)
	COMMUNITY DEVELOPMENT	▲						
	INFRASTRUCTURE		▲					
	HOUSING			▲				
	RESOURCE MANAGEMENT				▲	▲		
	NOISE						▲	
	HAZARDS MANAGEMENT							▲
	ECONOMIC DEVELOPMENT							▲
	IMPLEMENTATION							▲



1.3 Use of the General Plan

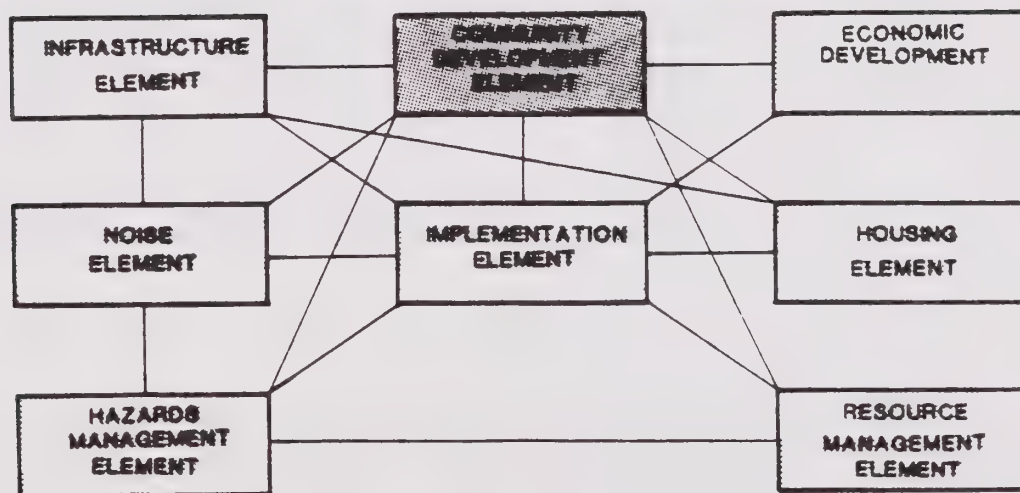
The State recognizes the dynamic nature of the General Plan and provides for periodic review of the document to insure that it is consistent with the conditions, values, expectations, and needs of the community. The General Plan Guidelines state:

"The General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the General Plan."

The State requires a Housing Element update to be conducted every five years and revisions to be made as necessary to reflect "new conditions, local attitudes, and political realities." It may also be appropriate for a comprehensive review of the entire General Plan to be made along with any subsequent revisions at a time which is concurrent with the Housing Element update.

The format of the South Gate General Plan is designed to facilitate updating. General Plan Amendments will be added directly to the text. A list of General Plan Amendments will be included in the Contents Section of the General Plan and the specific amendments will be incorporated into the individual elements.

STATUTORY LINKS AMONG THE ELEMENTS



Community Development

COMMUNITY DEVELOPMENT ELEMENT

1.0 INTRODUCTION

1.1 State Requirements

The Community Development Element is concerned with the physical development of the City of South Gate and future land use distribution and characteristics. This Element is designed to meet the State law for a land use element which is required to designate the general location, distribution, and density of the various categories of land uses. In addition, this Element should encourage a balanced distribution of land uses; serve as a guide for public and private investments; reflect the issues, opportunities, and constraints identified elsewhere in the General Plan; and consider public safety in any land use plan. In addition, the Community Development Element will incorporate an overall urban design framework for the city into the General Plan.

The Community Development Element meets the State requirements for the inclusion of a land use element in the General Plan. Section 65302(a) of the Government Code states that the land use element must contain the following:

- a. A designation of the proposed general location, distribution, and extent of land uses including land for housing, business, industry, open space, agriculture, natural resources, recreation, public facilities, and other categories of land use;
- b. A statement concerning the standards of population, density and intensity recommended in those areas covered by this plan; and
- c. The identification of land uses in those areas subject to flooding.

The land use element is the central element of the General Plan , and the goals and policies it contains have a common link to the other elements.

The land use element should, wherever appropriate, rely on maps and diagrams to identify the patterns of land use the community seeks to establish through the element. In addition, the General Plan Guidelines state that the land use element should:

- "Promote a balanced and functional mix of land uses consistent with community values;
- Guide public and private investments;
- Reflect the opportunities and constraints affecting land use identified in other element of the General Plan; and
- Reduce the loss of life, injury, damage to property, and economic and social dislocation resulting from flooding."

1.2 Issues and Opportunities

The City of South Gate is almost completely developed, with the general location and distribution of land uses having been previously determined. In addition, any changes to the City's incorporated boundaries within the future are not anticipated. Any decisions regarding growth and change in the City must involve the conversion or replacement of existing uses and the opportunity for growth must be provided through the re-use of those parcels currently developed. The policies and goals of this element are concerned with the proposals for land use during the approximately 20-year planning period of this plan.

The major issues facing the City at the present time include the following:

- ° Residential land uses occupy approximately 40 percent of the City's land area, with a majority of the existing residential neighborhoods consisting of lower density single-family development;
- ° The region is experiencing considerable population growth at this time, with resulting increased pressures for higher-density residential developments and over-crowding of the existing residential units;
- ° Acreage devoted to commercial uses has been steadily increasing in recent years in spite of an overabundance of commercially-zoned land;
- ° The City of South Gate maintains a Redevelopment Agency which has been active in the revitalization of selected commercial areas of the City which could be expanded to include other areas;
- ° The "commercial strips" along the major streets that traverse South Gate exhibit signs of deterioration, neglect, and underutilization which contribute to the overall blighted appearance of portions of the City;
- ° There is little undeveloped land remaining in the City and any new projects would involve the recycling of land currently developed;
- ° The City of South Gate is in a position to capitalize on existing and future trends that promise increased development opportunities in the City.

The City of South Gate is entering a period of transition from lower and medium development densities to higher densities. Population pressures in the region will result in pressure towards increased multi-family residential development (primarily rental apartments) as well as overcrowding in the individual dwelling units.

Commercial land uses are encroaching on land previously devoted to industrial activities. This conversion of use carries with it the potential for increased revenues and employment for the City. Strip commercial activities, located adjacent to the major streets, present a different set of problems towards the establishment of a balanced community. These commercial strips represent largely under-utilized lots that are in various states of repair.

The world-wide economic transformation that has occurred in the past several decades has had a significant impact on industrial activities located in South Gate. This transformation is associated with the response of domestic heavy industry to foreign competition, which includes: (1) the relocation of industrial activities to those regions of the world with lower production costs, (2) the scaling-down of production, and (3) plant closures. The number and frequency of plant closures in South Gate in recent years underscore the City's vulnerability to world-wide economic trends.

2.0 PROPOSALS

2.1 Land Use Designations

The goals and proposals of the Community Development Element are described in generalized spatial terms by the Community Development Land Use Policy Map (Figure 1-1) which indicates the general location and extent of land uses as provided by the Community Development Element. A more detailed map depicting the land use policy is provided in the General Plan Land Use Policy Map provided in the back pocket of this document. This map serves as the "official" land use map of the South Gate General Plan.

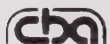
For planning purposes, the Community Development Element designates five major categories and five subcategories of land use. The five major categories include manufacturing, residential, commercial, public facilities, and mixed use. The residential designation is further subdivided into three density ranges (low, medium, and upper-medium). The mixed-use category is divided into two subcategories: industrial/commercial and high density residential/ commercial. The overall distribution of each land use category is shown in Table 1-1. The individual land use designations are described below:

Low Density Residential - Residential dwelling unit densities in this category will be from one (1) to eight (8) units per acre. This particular land use designation is characterized by single-family detached units which are found throughout the City. Approximately 1,304 acres of the City is classified as Low Density Residential. The population density of this land use category would average twenty-six persons per acre assuming that development would occur at the maximum densities of eight dwelling units per acre and the average household size of 3.2 persons per unit remains constant.

Medium Density Residential - This land use designation applies to those areas of the City in which the allowable densities for residential development ranges between nine (9) and sixteen (16) units per acre. Housing units within this density range typically include a mix of single-family detached and attached units, duplexes, triplexes, and fourplexes. This designation is designed to identify those areas where some increased residential densities may be appropriate while, at the same time, maintaining the integrity of the single-family homes. Approximately 411 acres have been designated for medium density residential development.

Table 1-1
Land Use Distribution

LAND USE	DENSITY (RESIDENTIAL)	AREA (IN ACRES)
Residential:		
Low Density	1-8 du/acre	1,304* acres
Medium Density	9-16 du/acre	411* acres
Upper-Medium Density	17-20 du/acre	149* acres
Commercial	FAR .25-2.0:1	287 acres
Mixed Use:		
Residential/ Commercial	20 du acre FAR .25-2.0:1	119 acres
Commercial/ Industrial	FAR 2.0-4.0:1	393 acres
Industrial	FAR 2.0-4.0:1	629 acres
Public Facilities		310 acres
* Based on estimates which assumed 20 percent of total land area consisted of streets, parking areas, and easements.		
FAR = Floor Area Ratio		



SOURCE: CBA

As an integral part of the General Plan for the development of the City, where an area is designated on the Land Use Policy Map as "Medium-Density Residential", a "Low-Density Residential" land use shall be allowed. A zoning provision which restricts an area designated on the Land Use Policy Map as "Medium Density Residential" to a "Low-Density Residential" land use shall be deemed consistent with this General Plan.

Upper-Medium Residential - This land use designation applies to those areas of the City where the allowable residential densities are between seventeen (17) and twenty (20) units per acre and refers to those areas where larger multiple-family residential developments are located. An estimated 149 acres of South Gate has been designated for upper-medium density residential development. The potential population density possible in this category would be sixty-four (64) persons per acre. This figure is based on the assumption that development will beat the maximum density permitted in this category (20 du/acre) and the average household size of 3.2 persons will remain constant.

As an integral part of the General Plan for the development of the City, where an area is designated on the Land Use Policy Map as "Upper-Medium Residential", a "Low-Density Residential" or a "Medium-Density Residential" use shall be allowed. A zoning provision which restricts an area designated on the Land Use Policy Map as "Upper-Medium Residential" to a "Low-Density Residential" or a "Medium-Density Residential" land use shall be deemed consistent with this General Plan.

Mixed-Use: Residential/Commercial - This land use designation refers to those areas of the City where residential units are allowed at densities twenty (20) units or more per acre adjacent to general commercial, retailing, and service activities. The chief aim of this land use designation is to serve as a catalyst in the in-fill of underutilized and vacant parcels adjacent to the commercial strips with multiple-family developments. This infill will, in turn, encourage the establishment of stable businesses and will contribute to the overall renewal of the City's commercial strips. This land use designation will be restricted to portions of Long Beach Boulevard, State Street, and Atlantic Avenue and will include approximately 119 acres. The potential population density in this category will be sixty-four (64) persons per acre. Commercial development measures designated for mixed-use residential commercial use shall be permitted to have floor area ratios of between .25

and 2.0 to 1, depending on the applicable zoning designation.

An an integral part of the General Plan for the development of the City, where an area is designated on the Land Use Policy Map as "Mixed-Use Residential/Commercial" either an exclusively "Residential" or an exclusively "Commercial" land use shall be allowed. A zoning provision which restricts an area designated on the Land Use Policy Map as "Mixed-Use Residential/Commercial" to either an exclusively "Residential" or an exclusively "Commercial" land use shall be deemed consistent with this General Plan.

Commercial - The commercial land use designation refers to a broad range of retailing and service activities, including those located in the traditional downtown area along Tweedy Boulevard. The commercial designation also applies to those traditional commercial districts located in the City. This particular designation also identifies those areas of the City where professional office, financial, medical, and administrative activities are located in conjunction with supporting commercial and retailing activities. This designation is a realization that a beneficial relationship between the office institutions and retailing and food service can be established with proper design. Approximately 287 acres has been designated for commercial uses. The total permissible floor area in those areas designated for commercial uses will vary from one-quarter (.25:1) to two times the total lot area (2.0:1).

Industrial - The General Plan land use policy map has a single industrial land use classification. These industrial land uses range from the traditional heavy industrial activities to smaller-scale, light industrial activities. An estimated 629 acres has been designated for industrial activities. Industrial development in this category are permitted to have floor area ratios of between 2.0 and 4.0 to 1, depending on the applicable zoning designation.

Public Facilities - The public facilities designation refers to those land uses that are operated and maintained for the public administration, welfare, or use. Public facilities include parks, educational facilities, utilities, and other government activities. A detailed discussion of public facilities in terms of this General Plan may be found in Section 3.0 (Infrastructure Element) and Section 5.0 (Natural Resources Element). Approximately 310 acres are designated as public facilities.

Mixed Use: Commercial/Industrial - This land use designation will apply to areas in the Westside, Northside and South Gate Triangle Planning areas. This designation would encourage the

retention of industrial activities while allowing for commercial development to occur where appropriate. Many types of commercial and industrial activities can be located in close proximity to each other without any conflict made possible through changes in technology, production methods, and building materials. This designation is a realization that in certain instances, it may not be appropriate to guide development on the basis of land use alone. The floor area ratio development in this category will range from 2.0-4.0:1. Approximately 393 acres have been designated for this category of mixed use.

2.2 Land Use Policies

The policy definition of land use is presented in graphic terms on the Land Use Policy Map shown in Figure 1-1. This map is intended only to describe the general location and distribution of land uses described in this and other elements. While this map is not intended to serve as a precise guide for development, it is consistent with the more precise definitions of land use and densities identified in the City Zoning Ordinance and map.

The South Gate General Plan recognizes the distinct character of the individual neighborhoods and districts within the City. For planning purposes, the General Plan designates eleven planning areas in the City indicated in Figure 1-2. The planning area boundaries were delineated using man-made and topographical features. The land uses proposed for the individual planning areas are discussed in the following sections. Land use policies identify the relevant Planning Areas which will be affected by their implementation.

Planning Area 1--Firestone

The land uses proposed for this planning area include a continuation of industrial uses in the area west of Santa Fe Avenue on parcels previously occupied by the Firestone Plant. Future industrial developments would benefit from the large parcels and the proximity of the site to rail access. In addition, it may be possible to reuse the existing structures on the site with certain modifications.

The Plan proposes to retain the existing commercial uses adjacent to Long Beach Boulevard north of Firestone Boulevard adjacent to Long Beach Boulevard and Firestone Boulevard. The Plan also recognizes the importance of this commercial area and recommends that a specific theme in terms of building and landscape design be adopted to provide the area with an identity of its own.

The South Gate General Plan also introduces the Mixed-Use concept as a means to upgrade the major roadways which traverse the City. Those portions of State Street and California Avenue, south of Independence, will be designated as Mixed-Use residential/commercial. The new designation allows for the elimination of deteriorating and unproductive commercial uses to be replaced by high quality, attractive residential uses. In addition, commercial uses, both existing and future, would benefit from the

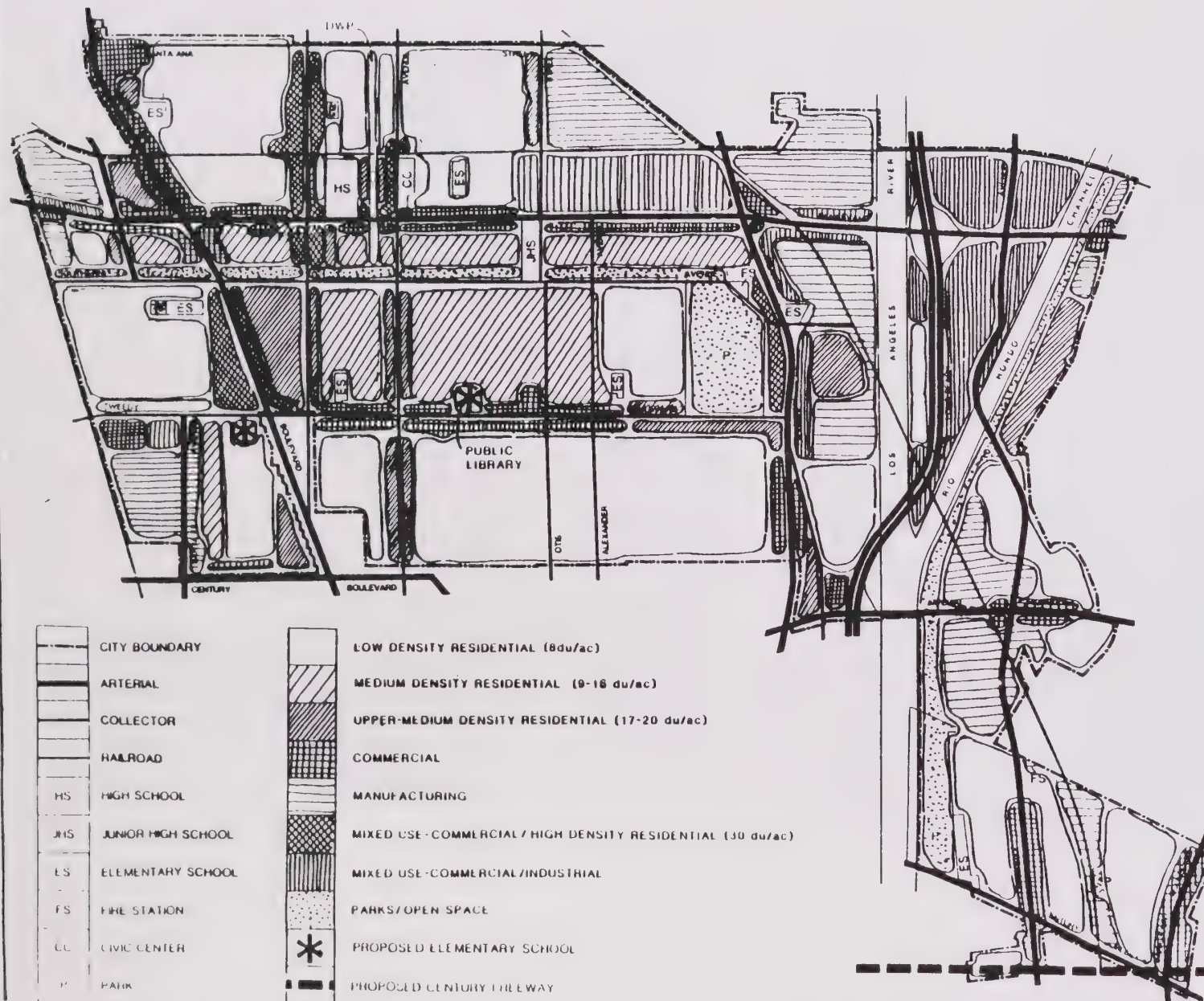
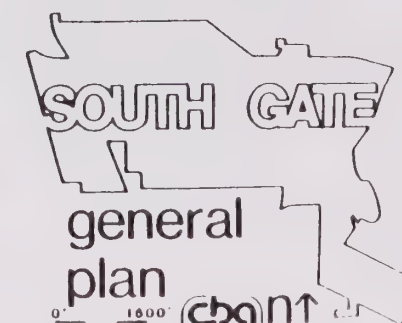


Figure 1-1
General Plan
Land Use Policy



Boundaries shown on the Land Use Policy Map indicate general areas and are not intended to be parcel specific.

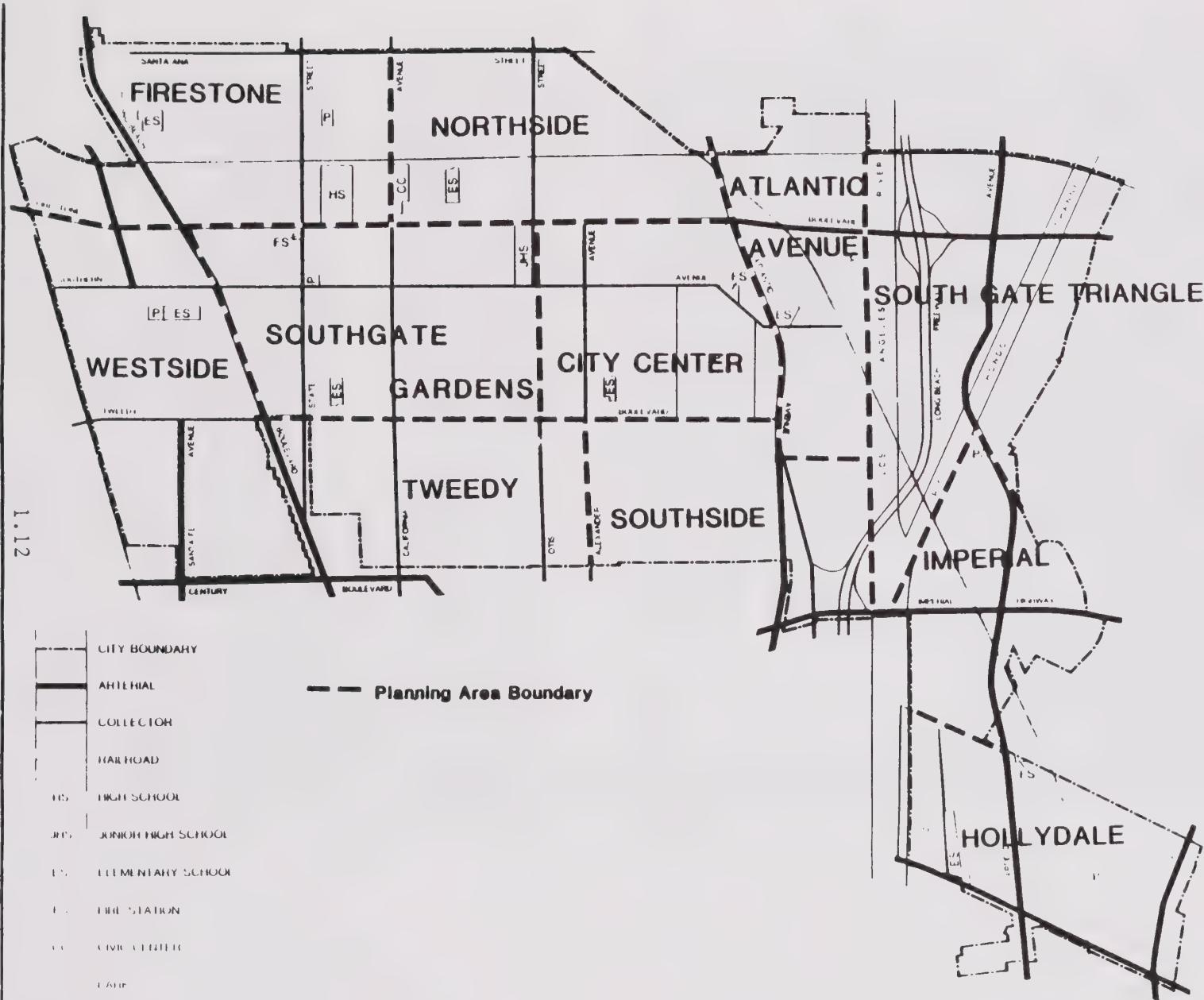
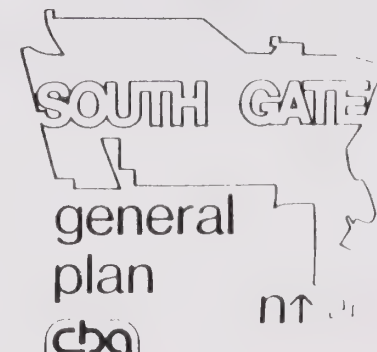


Figure 1-2
Planning Areas



concentration of retail and service activities in centers that would more efficiently serve both the community and through traffic. The "commercial" land use designation for those areas adjacent to Firestone Boulevard will remain. In addition, a portion of Firestone Boulevard west of Santa Fe Avenue has been designated for mixed use: commercial/industrial.

The General Plan for the Firestone Planning Area underscores the City's commitment to the preservation and maintenance of the existing single family neighborhoods. The Plan restricts any further residential development which would increase the residential density of the neighborhood. The Plan does, however, recognize the trend towards higher density development in the area immediately west of Long Beach Boulevard and east of the Firestone plant.

Planning Area 2--Northside

The General Plan will allow for an expanded commercial area by designating the area for mixed use: commercial/industrial located north of Firestone Boulevard and west of Atlantic Boulevard. Much of this area was previously occupied by industrial uses. The plan calls for the conversion of a large portion of industrial acreage located northwest of the intersection of Firestone Boulevard and Atlantic Boulevard. A commercial center located at this intersection would be able to take advantage of the large volumes of traffic that pass by the site on a daily basis.

The portion of Firestone Boulevard west of Otis Street will remain as commercial though efforts would be made to upgrade the commercial strip. Smaller commercial centers might be located at strategic intersections including that portion of Firestone Boulevard near the Civic Center.

The residential portion of the planning area will be restricted to the area between California Avenue and Otis Street. Again, the Plan reaffirms the goal of preserving existing single-family neighborhoods by designating virtually all of this area as low density residential. A single exception concerns an area north of Independence Avenue along Otis Street which will be committed to a continuation of upper-medium density residential development.

Planning Area 3--Westside

The land uses proposed for this planning area include the continuation of the industrial use of the site previously occupied by the General Motors facility in addition to providing for the development of a commercial shopping center on the northwest corner of the site. A second area is designated mixed use: commercial/industrial and is located immediately south of Firestone Boulevard and west of Calden Avenue.

The General Plan calls for the continuation of commercial uses located south of Firestone Boulevard and west of Long Beach Boulevard. The commercial activities will be located in the southern end of the commercial district proposed for the Firestone Planning Area. Additional mixed commercial activities will be located in the Mixed-use residential/commercial area adjacent to Long Beach Boulevard, between Tweedy Boulevard and Southern Avenue.

Low density residential uses will make up the balance of the planning area. The maintenance of the lower-density residential uses will serve to stabilize those neighborhoods west of Long Beach Boulevard. Development pressures towards higher densities are considerable in this area. Upper-medium density residential development will be restricted to two areas already currently developed at higher densities. The first includes an area north of Southern Avenue and east of Santa Fe Avenue, and the second is located east of San Jose Avenue, in the southeast corner of the planning area that has been designated for upper medium residential densities.

Planning Area 4--Southgate Gardens

The General Plan takes into account the predominantly residential character of the Southgate Gardens Planning Area and serves to maintain its existing residential character. This planning area is different from other planning areas in that residential development proposed for Southgate Gardens is exclusively medium and upper-medium density development. The plan calls for upper-medium density residential development to be allowed in two areas; the first is located west of State Street and the second includes a corridor along California Avenue, south of Southern Avenue. The balance of those areas designated exclusively for residential uses will be medium density.

Commercial uses in Southgate Gardens will be located along Firestone Boulevard and portions of Long Beach Boulevard, south of Southern Avenue will permit mixed use residential/commercial. Portions of State Street and Long Beach Boulevard will be for Mixed-use residential/commercial and will consist of upper-medium density residential development, similar to that found in other areas designated for mixed-use.

The General Plan recognizes that residential neighborhoods with residential densities greater than those normally found in single-family neighborhoods require special consideration. The Plan requires that any new multiple-family development in this

planning area provide a private yard for the individual units. In addition, all residential development must provide adequate off-street parking for residents. Multiple-family residential development will also be required to provide visitors parking.

Commercial land uses located in Southgate Gardens includes those parcels adjacent to Firestone Boulevard and other lots located southeast of the intersection of Firestone Boulevard and Long Beach Boulevard continuing south to Southern Avenue. This area will be a continuation of the commercial district that runs adjacent to Long Beach Boulevard from the northern boundary of the City to Southern Boulevard.

A second concentration of commercial uses is located on the northern side of Tweedy Boulevard, between State Street and Otis Street. This commercial district includes a significant portion of the City's central business district and is located within the Tweedy Mile Redevelopment Project and the Plan supports and reaffirms redevelopment efforts in upgrading this area.

Planning Area 5--City Center

The predominantly single-family character of the residential neighborhoods in the City Center Planning Area is preserved under this General Plan. The residential area north of Southern Avenue, which allows for slightly greater densities, generally reflect the current development trends in the area. The entire City Center Planning Area is, as are most other planning areas, currently developed at densities allowed under the General Plan. Any additional residential development will be restricted to those portions of the planning area designated mixed-use commercial/residential located adjacent to Firestone Boulevard and Atlantic Avenue.

Commercial activities will be located in the mixed-use areas identified above and along Tweedy Boulevard between Otis Street and Hunt Avenue, and along Firestone Boulevard between Atlantic Avenue and Otis Street. The commercial uses located adjacent to Tweedy Boulevard are included in the Tweedy Mile Commercial Revitalization Program.

A substantial portion of the planning area is devoted to recreational open space, the bulk of which is located in South Gate Recreation Park. The 96.8 acres in South Gate Park will not change under this General Plan.

Planning Area 6--Atlantic Avenue

Land uses in the Atlantic Avenue Planning Area will remain essentially unchanged with the implementation of the Community Development Element. Industrial activities will remain the

predominant land use throughout the entire area with several notable exceptions. The northeast corner of the intersection of Atlantic Avenue and Firestone Boulevard will be redeveloped as highway commercial to take advantage of the large volumes of traffic that pass through this intersection. A portion of the planning area which includes parcels adjacent to Atlantic and Firestone Boulevards has been designated for mixed-use commercial/industrial. The Plan does recognize that special care must be taken to develop this area so not to aggravate the existing circulation problems.

A residential neighborhood in the vicinity of Adella Avenue in the south-central portion of the planning area will have upper-medium densities, similar to the existing densities. The neighborhood is stable and well-buffered from the adjacent industrial areas.

Planning Area 7--South Gate Triangle

This Planning Area includes all of the incorporated area between the Los Angeles and Rio Hondo Rivers and the easternmost portion of the City located adjacent to the Rio Hondo River. This planning area is bisected by the Long Beach Freeway with access provided by ramps located at Firestone Boulevard. The South Gate Triangle also includes the area east of the Rio Hondo River channel and northeast of Garfield. Virtually the active planning area with the exception of a portion occupied in the mobile home park, has been designated as mixed-use commercial/industrial.

The General Plan provides for a continuation in the diversity of land uses in this planning area which will include residential, commercial, service, and industrial activities. Portions of the South Gate Triangle planning area will be developed in a fashion so it may take full advantage of its strategic location in the region. The land uses will reflect a desire and a commitment on the part of the City to make South Gate a retail center of the region.

The Plan calls for the development of a high-intensity retail commercial core in the vicinity of the Garfield Avenue/Firestone Boulevard intersection referred to as South Gate Center. Retail and commercial activities located in this area will serve not only South Gate but also the surrounding region. A major auto sales complex is anticipated within this commercial center of Firestone Boulevard. The remaining portion of the planning area east of the Long Beach Freeway and west of the Rio Hondo River may be developed as commercial or remain industrial which is permitted under the mixed-use commercial/industrial designation.

The Community Development Element also provides for the retention of the existing residential uses in the planning area. A policy of the Community Development Element provides for the retention of the mobile home park, located west of the Long Beach Freeway. In addition, the residential neighborhood located east of the Rio Hondo River will remain.

Planning Area 8--Tweedy

The South Gate General Plan provides for and encourages the stabilization of the residential neighborhoods in the Tweedy Planning Area. Portions of the planning area, primarily those areas west of San Gabriel Avenue, have experienced higher density residential development in recent years at the expense of the lower density, single-family housing. The Community Development Element underscores the City's commitment to the preservation of the single-family neighborhoods in limiting further multiple family to a corridor along California Avenue.

A substantial portion of the traditional Central Business District is located in the Tweedy Planning Area. All of the land designated for commercial uses is within the Tweedy Mile Revitalization Project which is under the direction of the City's Redevelopment Agency. The Policies in the Community Development Element provide for the continuation of the existing redevelopment efforts in upgrading the "downtown" commercial district.

Planning Area 9--Southside

The Community Development Element provides for the continuation of low density, single-family residential development. A single exception is a portion of the planning area south of Southern Avenue, opposite of South Gate Recreation park and an area immediately north of Imperial Highway.

The portions of the Southside Planning Area designated for commercial uses include a segment of Tweedy Boulevard, which is also included in the Tweedy Mile Revitalization Project. A second, smaller commercial area is located between Atlantic Avenue and Wright Road, just north of Imperial Highway.

Planning Area 10--Imperial

The Community Development Element provides for the preservation of both the industrial land uses and the low-density residential uses that comprise the planning area. The plan calls for the continuation of industrial uses in the area located to the west of the existing residential area. Commercial uses are permitted in the area adjacent to the intersection of Imperial Highway and Garfield Avenue.

Planning Area 11--Hollydale

The single-family residential neighborhoods in the Hollydale Planning Area will remain a low-density residential use under the General Plan. Other uses include the continuation of the commercial uses along portions of Garfield Avenue and along the entire length of Paramount Boulevard as it traverses the Hollydale Planning Area. Commercial uses will be primarily local retail and highway retail activities. Industrial uses, located adjacent to the Union Pacific railroad right-of-way which bisects the planning area, will remain.

2.3 Urban Design Framework:

Urban Design Framework: In addition to the general location, distribution, and density of land uses, the Community Development Element is concerned with the overall aesthetic appearance of the community. An attractive and aesthetically pleasing environment is an important factor in both the emotional well-being of the residents and the economic vitality of a community. Urban design considerations are found throughout the General Plan, underscoring the important role design has in the future of the City.

The City of South Gate has many attractive single-family neighborhoods that include a variety of popular architectural styles constructed in the period between the two world wars. The majority of these homes have been well maintained and are in an excellent state of repair.

Major design efforts are underway in several commercial areas located in the City. These efforts are associated with the South Gate Redevelopment Agency's Commercial Revitalization Projects located along Tweedy Boulevard and Garfield Avenue. The former, referred to as the Tweedy Mile Project is concerned with the revitalization of the central business district and the latter is referred to as the "Hollydale Project." Both projects are concerned with extensive renovation of the streetscape and the reconstruction of building facades.

The design component of the South Gate General Plan will emphasize aesthetic and design considerations in both the planning stages of proposed development and as a means to revitalize those areas of the City that are experiencing decline. Those areas of the City subject to specific design considerations will be included in design overlay zones which will be administrated within the City's Zoning Ordinance.

3.0 GOALS AND POLICIES: COMMUNITY DEVELOPMENT ELEMENT

GOAL 1

PRESERVE THE EXISTING HOUSING STOCK IN THE CITY
TO SUPPORT THE PRESERVATION OF THE EXISTING LOW
DENSITY RESIDENTIAL NEIGHBORHOODS.

POLICY 1.1: Maintain existing residential densities and reduce overcrowding, thus preserving the existing, stable single-family neighborhoods.

POLICY 1.2: Insure that the existing residential properties are well maintained.

POLICY 1.3: Restrict further construction of multiple-family units in neighborhoods that are predominantly single-family and restrict the location of future high density residential units to those planning areas designated for Mixed Use Commercial/Residential and Upper-Medium Residential.

POLICY 1.4: Insure that incompatible land uses adjacent to residential areas provide adequate buffers to mitigate any negative impacts such as noise, light pollution, and traffic.

POLICY 1.5: Require that every new residential unit, regardless of density, be equipped with at least two parking places and a private enclosed patio/yard in those areas designated for mixed-use.

GOAL 2

ENCOURAGE THE EXPANSION OF THE EXISTING HOUSING
STOCK AND THE CONSTRUCTION OF LARGER NEW UNITS
TO ACCOMMODATE FAMILIES IN DECENT, SAFE, AND
SANITARY HOUSING.

POLICY 2.1: Encourage the construction of larger multiple-family units in those areas designated for higher density residential units.

POLICY 2.2: Encourage and facilitate the infill of strip commercial districts with higher density multiple-family units through zoning and less restrictive land use controls.

GOAL 3

ENCOURAGE THE DEVELOPMENT OF A WELL-BALANCED DISTRIBUTION OF COMMERCIAL AND INDUSTRIAL ACTIVITIES IN THE CITY.

- POLICY 3.1: Encourage the revitalization of State Street, California Avenue, Atlantic Boulevard, and Long Beach Boulevard by permitting a mixture of office, commercial and multiple-family residential uses.
- POLICY 3.2: Encourage, through zoning, density bonuses and less restrictive land-use controls; the agglomeration of commercial activities in small commercial centers located at strategic intersections.
- POLICY 3.3: Continue to concentrate commercial activities in the Tweedy Mile and Hollydale commercial districts and support the efforts of the South Gate Redevelopment Agency in the Tweedy Mile and Hollydale Commercial Revitalization Project.
- POLICY 3.4: Establish design standards for selected districts which would include portions of Firestone Boulevard, Long Beach Boulevard, and the South Gate Center.
- POLICY 3.5: The City will, through zoning and appropriate land use controls, encourage the development of a major commercial district in that portion of the City known as the South Gate Triangle.
- POLICY 3.6: Encourage the revitalization of Firestone Boulevard through zoning code enforcement, and possible redevelopment actions.

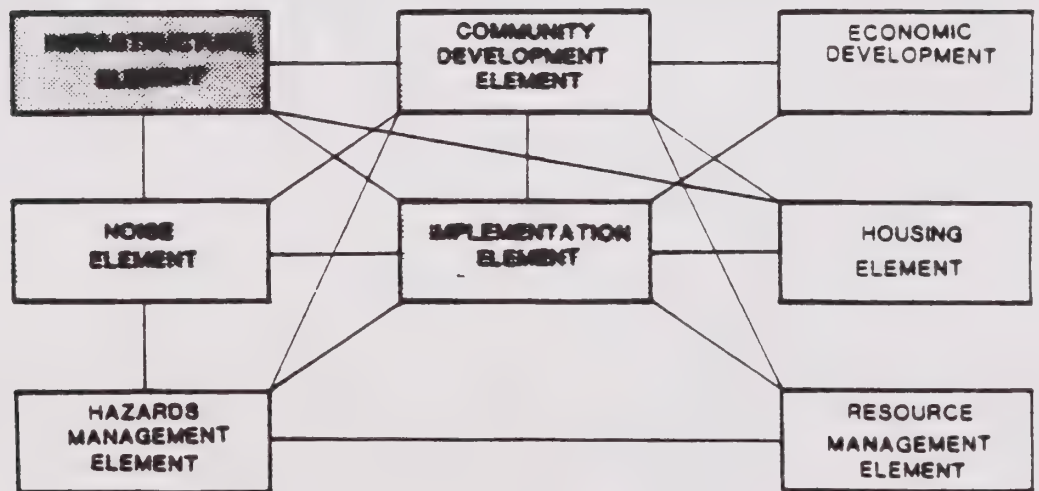
GOAL 4

MAINTAIN A STRONG AND DIVERSIFIED INDUSTRIAL BASE TO CONTRIBUTE TO THE ECONOMIC WELL-BEING OF THE CITY AND ITS RESIDENTS.

- POLICY 4.1: The Firestone and the major portion of the General Motors plant sites are committed to a continuation of industrial use.
- POLICY 4.2: The City should continue an active role in attracting those industrial activities which are beneficial in terms of employment and revenue to the City and the surrounding region.

POLICY 4.3: The City should make an effort to exclude those industrial and warehousing facilities activities benefitting the City which would be outweighed by any detrimental environmental impacts such as truck traffic, air pollution, and noise.

STATUTORY LINKS AMONG THE ELEMENTS



Infrastructure

INFRASTRUCTURE ELEMENT

1.0 INTRODUCTION

1.1 State Requirements

The Infrastructure Element serves as a guide for public improvements as they relate to the long-range planning process in the City of South Gate. These public improvements include the sewer, water, and street systems in the City. The incorporation of this Element into the General Plan is recognition of the importance of considering infrastructure requirements in any future development in South Gate.

The Infrastructure Element serves to fulfill State requirements for a circulation element (Section 65302). In addition, the Infrastructure Element is concerned with the continued maintenance and expansion of the sewer system, water system, and utilities to meet the future need of the City.

State law requires that every general plan include a Circulation Element. The Circulation Element must contain, at a minimum, the "general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the general plan" (Section 65302(b)). Those items mentioned in the State General Plan Guidelines relating to Circulation Elements that are of particular concern to the City of South Gate include:

- ° Streets and highways;
- ° Parking facilities;
- ° Transit and rapid transit;
- ° Railroads;
- ° Paratransit (e.g., carpooling, van pooling, and taxi service);
- ° Bicycle and pedestrian facilities;
- ° Heliports; and
- ° Utilities' transmission facilities.

The Circulation Component of the Infrastructure Element for the City of South Gate is a long-range plan to meet the City's transportation needs for the next five to ten years and is divided into two subject areas: City Street System and Alternative Transportation Modes.

The great majority of transportation in South Gate involves use of the street system. Thus, the City Street System is the most important section in the Circulation Component. The City Street System details what additions, deletions, and modifications are necessary to the present street system to safely accommodate future traffic based on the best available projections of future travel demand. Policies regarding the development of future streets and improvements to existing streets are also included.

Although the major emphasis is on the movement of the automobile, the conclusions and recommendations presented are balanced with discussions on the needs of bicyclists, pedestrians and public transportation.

The previous Circulation Element for the City of South Gate was prepared in 1971 and, although a valuable tool at the time, it no longer meets the needs of the community. Some of the major changes that have occurred include the loss of two major employers in the City, a large in-migration which appears to be increasing the population density in certain neighborhoods, and the proposal for the development of South Gate Center in the northeast area of the City.

1.2 Issues and Opportunities: Circulation

The existing street system in South Gate includes 1.8 miles of freeway, 4.1 miles of State Highway (State Rte 42, Firestone Boulevard), and 122.1 miles of City streets. Recent traffic counts taken on City streets show volumes ranging from less than 200 vehicles per day to more than 50,000 vehicles per day. In addition, traffic volumes on the Long Beach Freeway within the City limits range from 128,000 to 132,000 vehicles per day. Many City streets are now becoming overburdened with traffic. Although this is primarily the result of the dependence we have placed on the automobile as a principal means of transportation, congestion is also due to deficiencies in the design of the present street system.

Many heavily travelled streets in the City of South Gate are subject to or experiencing traffic loads that exceed their design capacity. Three major arterials - Long Beach Boulevard, Firestone Boulevard, and Imperial Highway - exceed their design level of service for their entire length within the City of South Gate. In addition, portions of Tweedy Boulevard in the "downtown district" are operating above design capacity.

Another circulation issue is concerned with the proposed introduction of "interstate" trucks on the City's system of streets. These longer and wider semi-trailer trucks will add to the existing problems of congestion, noise, and poor air quality and will accelerate the deterioration of the road surfaces.

The City is faced with a street system which is often below desirable standards according to current engineering design practices. Existing buildings, improvements, and rights-of-way make it extremely difficult and prohibitively expensive to re-design the deficient sections of street system to meet current engineering practices and design standards.

The best approach, given these constraints, is to encourage the use of alternate modes of transportation, yet be prepared to accommodate what has been a continuing increase in auto usage. This Circulation Component of the Infrastructure Element is based upon reasonably expected increases in future traffic and transportation needs.

Impediments to Smooth Traffic Flow: There are various physical factors which influence the safe and efficient flow of traffic on any street system. Among these factors are street width, on-street parking, intersection configuration, and frequency of driveways. All of these factors serve to impede or to facilitate traffic movement.

The following paragraphs discuss the more prominent of these criteria and describe physical or regulatory solutions to enhance safety and traffic flow. Some of the discussions are concerned with street safety while others are concerned with the free flow of traffic. The basic premise of the Circulation Component is that the first priority of the City is to insure that the street system is safe and secondly, that the City will strive to provide a free flow of traffic whenever and wherever possible.

Street Width: The control of street width is the least flexible method available to the City to increase capacity and safety. Widening a street is a costly and time consuming operation which should only be undertaken when other methods to increase street capacity will not resolve the problem. It is the City's intent to implement the least costly and least environmentally disrupting improvements whenever possible. Only when these methods will not produce satisfactory results will street widening be undertaken.

On-Street Parking: The most serious side effect associated with the convenience of on-street parking is an increase in accidents. Fully 53% of all mid-block accidents are attributable to parking maneuvers and parked vehicles. A significant number of intersection accidents occur where driver visibility is obstructed by the presence of parked vehicles. In addition, the presence of on-street parking severely reduces a street's traffic carrying capacity by assigning a vehicle storage function to traffic flow lanes.

In residential neighborhoods, on-street parking does not present a serious concern. On heavily traveled arterial streets, however, the presence of parking is a major problem. Not only do the parking lanes reduce effective street width, but the physical act of backing into a parking space stops or slows traffic in the travel lane which further reduces street capacity. Parking removal, therefore, is a prime method by which to increase the carrying capacity of arterial streets. This is especially true where traffic congestion is severe and street widening is not yet warranted or feasible.

Intersection Geometrics: The presence or absence of turning lanes at intersections has a significant effect on the intersection's ability to carry traffic. Whenever possible, turning lanes will be installed at intersections to improve capacity and reduce accidents caused by conflicting movements.

Curb Returns: The larger the radius of the curb return at an intersection, the easier it is for a turning vehicle to make a right turn. This is especially true of trucks and buses. Where the curb return is less than a twelve foot radius, it is more difficult for

the average driver to negotiate a right turn without encroaching into a through driving lane. This reduces efficient traffic flow and increases the number of accidents experienced at intersections.

Driveway Access: In many instances driveway access reduces the capacity of a street in much the same way that on-street parking does. As motorists slow to enter a driveway, the traffic behind the motorist is also forced to slow resulting in a decreased carrying capacity for the street. In addition, a more serious side effect is the large number of accidents which are caused by vehicles exiting from driveways where proper safe stopping distance for approaching vehicles is not provided. Both of these constraints can be mitigated by regulating the development of driveways in both numbers and size.

1.3 Issues and Opportunities: Water and Sewer Systems:

A majority of the water and sewer lines are over fifty years old and may need upgrading or replacement to meet future demands. Portions of the existing sewer and water system are operating at or near design capacity due to the development that has taken place from the time of their initial construction to the present. The South Gate General Plan provides for a nominal increase in population and, as a result, future planned population increases will not have a significant impact on the existing water supply and sewage transmission systems since the major impacts from additional development have occurred. A continuation of the current trend of overcrowding will have a significant and detrimental effect on the water supply/distribution system and the sewage transmission system if it continues.

Several studies completed in recent years, including a report from Boyle Engineering completed in 1984, found the existing water system is inadequate in terms of capacity in meeting the needs of projected growth and emergency reserve supply. In addition, the Water Department indicates that current water consumption within the City is typical of cities with populations greater than that of South Gate; a reflection of the overcrowding and the number of large families with small children.

A substantial portion of the sewer system in the City of South Gate was constructed more than fifty years ago. As a result, many portions of the system are experiencing problems due to residue accumulations in the lines. Most of the upgrading and replacement will be in response to deterioration and existing demand rather than from increased demands on the system due to future development.

The maintenance of the sewer transmission system within the City is the responsibility of the South Gate Department of Public Works. The water system, with the exception of the distribution system in the Hollydale Planning Area, is owned and operated by the City of South Gate. The City is currently preparing a sewer needs study which will provide a City-wide evaluation of South Gate's sewer system.

2.0 PROPOSALS: CIRCULATION

2.1 Street Classification Standards

Standards: There are several types of street classification systems. All of these systems divide streets into a classification based upon the street's primary function. In almost all cases, the major difference between the different systems concerns the terminology related to each of the classifications. This General Plan adopts the classification system used by the Institute of Transportation Engineers, which defines five basic levels of functional street classifications. These are: Freeway, Primary Arterial, Minor Arterial, Collector, and Local Street. The characteristics used to develop the classifications include the traffic volume, the length of the average trip, the amount of access afforded abutting properties, the street width, and the degree to which on-street parking is allowed. The following summarizes the major characteristics of the classifications of streets as used in this Element.

Freeway - A divided highway devoted entirely to the task of traffic movement. Its major characteristic is total access control. All conflicting movements are removed by grade separation, and there is no on-street parking. Freeways exist on 100+ ft. right-of-ways and contain two or more travel lanes in each direction. Typical traffic volumes are greater than 25,000 vehicles per day. Freeways generally carry between 25% and 30% of a city's traffic.

Freeways have limited access and are designed to move large volumes of traffic within a region. In the larger urban areas, freeways generally consist of at least three lanes in each direction.

Primary Arterial/Minor Arterial - A facility on which geometric design and traffic control measures are used to expedite through traffic movement. Access to abutting properties and on-street parking is restricted. A primary arterial is the principal urban thoroughfare. Primary arterials exist on 84 ft. to 110 ft. right-of-ways and have two or three travel lanes in each direction. They may or may not be divided highways. Typical traffic volumes range from 4,000 to 15,000 vehicles per day with 20% to 25% of a city's traffic traveling on the arterial and collector system.

Collector Streets - A street which serves traffic movements in a defined geographic area of a city and connects this area with arterials and freeways. There are few through traffic trips, most traffic utilizes collectors to move from a lower order street to a

higher order street. Traffic control devices may be installed to protect or facilitate movement. Curbside parking is generally acceptable and abutting properties have also total access to the street. Traffic volumes range from 1,000 to 5,000 vehicles per day.

Together with the minor arterial system, 20 percent to 25 percent of a city's traffic uses the collector system. Collectors contain one travel lane in each direction on a 50 ft. to 70 ft. right-of-way.

Local Streets - Local streets refer to those streets that provide direct access to the individual parcels located throughout the City. The remaining streets not otherwise designated are classified as local streets.

Examples of arterial collector, and local roadways are shown in the cross-sections provided in Figure 2-1. The location and the functional classification of streets and roadways in the City of South Gate are shown in Figure 2-2.

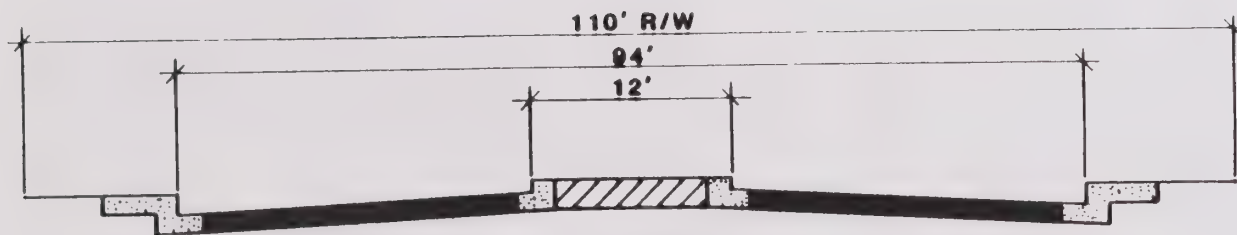
Level of Service is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The level of service is a function of the average individual vehicular delay experienced by the intersection at critical volumes.

The six levels of service are generally described as follows for simple uninterrupted flows:

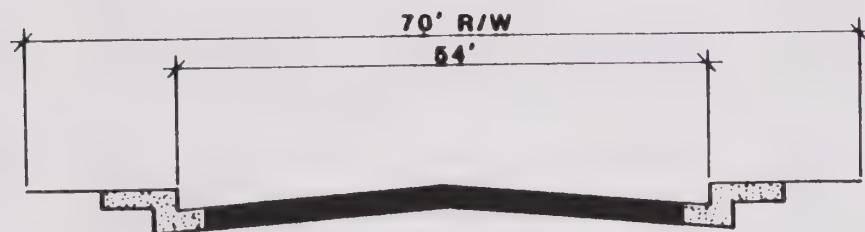
LOS A - This is a condition of free flow, accompanied by low traffic volumes and high speeds. Traffic densities will be low, with uninterrupted flow speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles and drivers can maintain their desired speeds with little or no delay.

LOS B - This occurs in the zone of stable flow, with operating speed beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable with a low probability that traffic flow will be restricted. The lower limit (lowest speed, highest volume) of this level of service has been used in the design of rural highways.

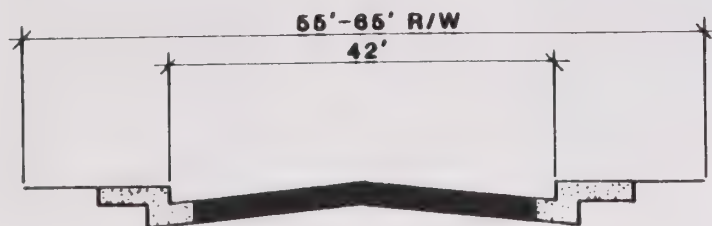
LOS C - This is still the zones of stable flow, but speeds and maneuverability are more closely controlled by the higher traffic volumes. Most of the drivers are



Arterial

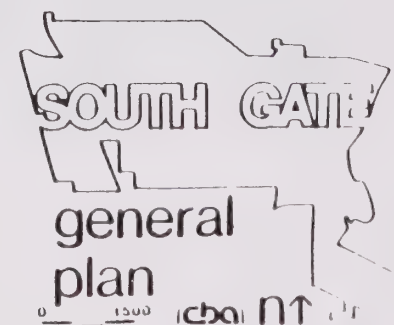


Collector



Local

Figure 2-1
Street
Classification
Standards



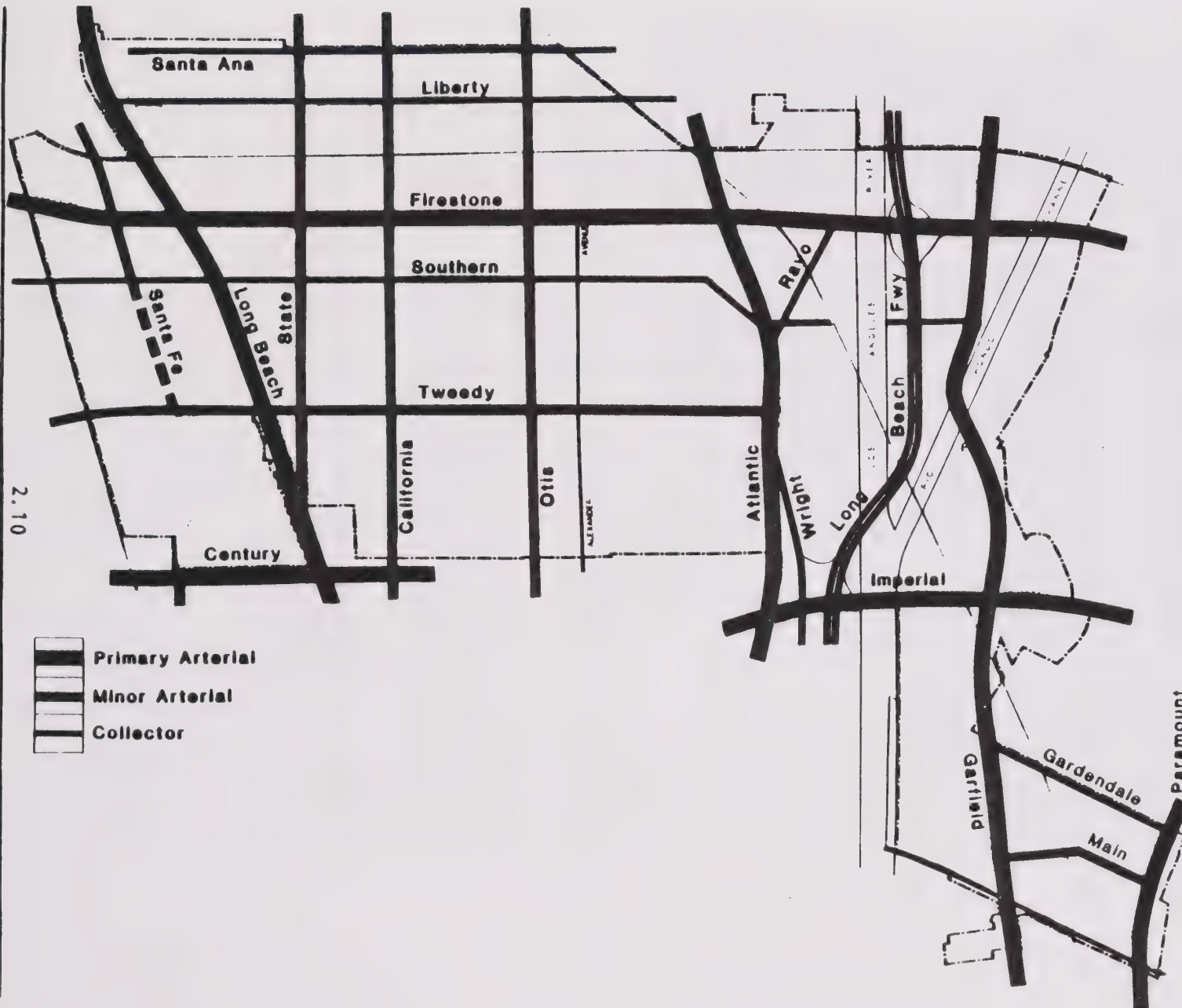
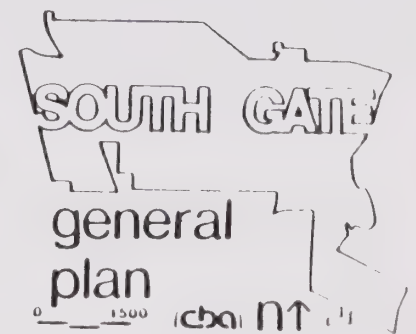


Figure 2-2
Circulation
System



restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtainable with service volumes suitable for urban design practice.

- LOS D - This level of service approaches unstable flow, with tolerable operating speeds being maintained though significantly affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver and comfort and convenience are low.
- LOS E - This level of service cannot be described by speed alone but represents operations at lower operating speeds, generally about 30 miles per hour, with traffic volumes at or near the design capacity of the roadway. Traffic flow is unstable and there may be stoppages for short periods. This level of service is associated with the operation of a facility at design flow.
- LOS F - This level of service describes a forced-flow operation at low speeds where volumes are above the design capacity of the roadway. In the extreme cases, both speed and volume can drop to zero. These conditions usually result from queues of vehicles backing-up from a restriction downstream. This section of the roadway under study will serve as a storage area during parts or all of the peak hour period. Speeds are substantially reduced and stoppages may occur for short or long periods of time because of the downstream congestion.

2.2 Summary of Goals and Policies: Circulation

The implementation of the goals and policies of the General Plan, particularly the Community Development Element, will result in an overall increase in daily vehicle trips of 6 percent over what would occur under the existing zoning. An estimated 511,000 daily trips would be generated at build-out compared to 482,000 under existing land use policies. In general, the central part of the City would have less of an increase in traffic (an estimated total of 85,000 fewer daily trips); the only Areas with more of an increase would be 2 (Northside), 7 (South Gate Triangle), 9 (South City) and 11 (Hollydale) with an estimated 114,000 more daily trips. (Refer to Community Development Element for a map of the individual planning areas.)

The greatest increase, an estimated additional 66,000 daily trips, would occur in Planning Area 7, the South Gate Triangle. However, because of the nature of the proposed land uses (high intensity retail uses) there is a great potential for reducing the actual number of vehicle trips generated in this area. Any development plan proposed for this area should incorporate incentives for alternative transportation modes. The high intensity will make mass transit feasible and this could be encouraged by allowing flexibility in employee work hours, subsidizing bus passes, etc.

On individual streets, for the most part, the increase would not be noticeable. The estimated increases of 1 percent to 5 percent are much less than the day to day variations which are often 10 percent or more. Firestone Boulevard, from the Long Beach Freeway to Garfield, under this land use policy which corresponds to the existing zoning, will experience a negligible increase of 700 daily trips.

The effect of the proposed changes is to concentrate the increases in traffic (due to ultimate build-out) onto certain streets, i.e., the east end of Firestone Boulevard and Southern Avenue and the north end of Garfield Avenue.

The effect of the proposed land uses on Tweedy Boulevard is almost negligible, however, it will continue to be a congested street. This is not necessarily bad since the commercial land uses depend to some extent on the busy, dynamic appearance of the existing "over capacity" sections of Tweedy Boulevard.

The design capacity of selected roadway segments are indicated in Table 2-1. The existing and projected level of service (LOS) for these roadway segments are also provided in Table 2-1.

Whether an addition or improvement, the projects have been divided into one of two priorities. The priorities are defined as follows:

Priority 1 - Projects of an immediate nature. Construction of the project will result in substantial improvements to the circulation system and/or alleviate an existing critical constraint. The emphasis is on projects which will accommodate the largest number of vehicles and/or mitigate significant adverse impacts as identified in Environmental Impact Reports. Unless a determination to the contrary is made by the Planning Commission and the City Council, Priority 1 projects must be completed prior to construction of other major improvements.

Recommendations in this category include widening of the Firestone Boulevard Bridge crossing the Long Beach Freeway and the Los Angeles River; the widening of Imperial Highway bridges crossing the Long Beach Freeway and Los Angeles River; and the removal of on-street parking on Long Beach Boulevard and State Street during peak hours.

The recommended widening of the Firestone Boulevard and Imperial Highway bridges entails requesting that CalTrans incorporate the projects in the 5-year State Transportation Improvement Program (STIP). This is done through the Southern California Association of Governments (SCAG) and has to be approved by the organization as a whole.

The removal of on-street parking implies that a replacement program should be undertaken. It is not necessarily meant that new parking lots need to be built. In the short term, remote lots served by shuttle buses could be provided. In the long term, parking requirements should be upgraded so that land uses meet all of their parking needs on-site.

Priority 2 - Construction of the project will alleviate a reasonable anticipated circulation constraint and/or substantially improve the City's circulation system. The emphasis is on projects which will improve through traffic movement or facilitate movement between geographical areas of the City. Recommendations in this category include street improvements on Southern Avenue

at selected intersections in addition to the removal of on-street parking; and the extension of Santa Fe Avenue from Southern Avenue to Tweedy Boulevard. The Southern Avenue and Santa Fe Avenue projects are long term and should become a reality as land uses change and right-of-way dedications are obtained from developments.

Within priorities, there is no order of ranking. The Infrastructure Element-Circulation Component and the annual Capital Improvement Program should be used as the source for determining the ranking of projects within each priority.

Additional major projects to be constructed or changes in the priorities of existing projects will require approval of the City Planning Commission. Minor projects which the City or private developers may undertake are not subject to the major project priorities of the Circulation Component and include:

1. Maintenance of existing facilities to include restriping, reconstruction within existing curb line, resurfacing, repairs, and lane assignment changes.
2. Street widenings to install turning lanes, relocation of curb returns, and construction of bike lanes if the proposed bike lane is contained in the Circulation Component.
 - ° Installation, removal, or changes to traffic control or regulatory devices.
 - ° Construction of new local streets.
 - ° Implementation or construction of any project designated as a required mitigation measure in a certified final environmental impact report.

In the event that a determination as to whether a project falls within the major or minor project classification is necessary, the City Planning Commission shall determine whether the scope of the project is major and requires a change in the General Plan or is minor and requires review under the established City review process.

Table 2-1
Existing and Future Traffic Volumes

STREET	FROM	TO	EX. VOL.	FUTURE VOL.	ULTIMATE CAPACITY	EXISTING V/C	LOS	FUTURE V/C	LOS
WRIGHT	ATLANTIC	IMPERIAL	15,000	15,300	17,500	0.86	D	0.87	D
GARFIELD	W. CITY LIMITS	FIRESTONE	20,000	21,100	30,000	0.67	B	0.70	C
GARFIELD	FIRESTONE	SOUTHERN	21,800	23,000	30,000	0.73	C	0.77	C
GARFIELD	SOUTHERN	MILLER	18,200	18,800	30,000	0.61	B	0.63	B
GARFIELD	IMPERIAL	GARDENDALE	12,900	13,000	30,000	0.43	A	0.43	A
GARFIELD	GARDENDALE	CENTURY	15,000	15,400	30,000	0.50	A	0.51	A
PARAMOUNT	GARDENDALE	CENTURY	16,000	16,400	30,000	0.53	A	0.55	A
SANTA ANA	L.B. BOULEVARD	CALIFORNIA	8,000	8,200	17,500	0.46	A	0.47	A
SANTA ANA	CALIFORNIA	SAN JUAN	8,000	8,200	17,500	0.46	A	0.47	A
SANTA ANA	SAN JUAN	OTIS	7,000	7,200	17,500	0.40	A	0.41	A
FIRESTONE	W. CITY LIMITS	L.B. BOULEVARD	24,700	25,400	30,000	0.82	D	0.85	D
FIRESTONE	L.B. BOULEVARD	CALIFORNIA	28,000	28,900	30,000	0.93	E	0.96	E
FIRESTONE	CALIFORNIA	OTIS	28,000	28,900	30,000	0.93	E	0.96	E
FIRESTONE	OTIS	ALEXANDER	28,000	28,700	30,000	0.93	E	0.96	E
FIRESTONE	ALEXANDER	ATLANTIC	24,400	25,000	30,000	0.81	D	0.83	D
FIRESTONE	ATLANTIC	RAYO	33,000	33,500	30,000	1.10	F	1.12	F
FIRESTONE	RAYO	L.B. FREEWAY	47,500	48,300	30,000	1.58	F	1.61	F
FIRESTONE	L.B. FREEWAY	GARFIELD	48,700	51,400	37,000	1.32	F	1.39	F
FIRESTONE	GARFIELD	E. CITY LIMITS	36,300	38,300	37,000	0.98	E	1.04	F
SOUTHERN	W. CITY LIMITS	SANTA FE	3,000	3,100	9,000	0.33	A	0.34	A
SOUTHERN	SANTA FE	L.B. BOULEVARD	8,700	8,900	9,000	0.97	E	0.99	E
SOUTHERN	L.B. BOULEVARD	CALIFORNIA	10,000	10,400	9,000	1.11	F	1.16	F
SOUTHERN	CALIFORNIA	SAN JUAN	8,000	8,300	9,000	0.89	D	0.92	E

SOURCE: Edgar Monroy-Lopez, P.E., 1/86

Table 2-1
Existing and Future Traffic Volumes (cont.)

STREET	FROM	TO	EX. VOL.	FUTURE VOL.	ULTIMATE CAPACITY	EXISTING V/C	LOS	FUTURE V/C	LOS
SOUTHERN	SAN JUAN	OTIS	4,000	4,100	9,000	0.44	A	0.46	A
SOUTHERN	OTIS	ALEXANDER	9,200	9,400	9,000	1.02	F	1.04	F
SOUTHERN	ALEXANDER	ATLANTIC	4,000	4,100	9,000	0.44	A	0.46	A
SOUTHERN	GARFIELD	E. CITY LIM.	12,000	12,700	9,000	1.33	F	1.41	F
TWEEDY	W. CITY LIM.	TRUBA	5,000	5,100	17,500	0.29	A	0.29	A
TWEEDY	TRUBA	SANTA FE	6,250	6,400	17,500	0.36	A	0.37	A
TWEEDY	SANTA FE	L.B. BLVD.	8,000	8,200	17,500	0.46	A	0.47	A
TWEEDY	L.B. BLVD.	STATE	12,000	12,400	17,500	0.69	B	0.71	B
TWEEDY	STATE	CALIFORNIA	15,000	15,400	17,500	0.86	D	0.88	D
TWEEDY	CALIFORNIA	SAN JUAN	18,000	18,500	17,500	1.03	F	1.06	F
TWEEDY	SAN JUAN	OTIS	20,000	20,500	17,500	1.14	F	1.17	F
TWEEDY	OTIS	ALEXANDER	18,000	18,300	17,500	1.03	F	1.05	F
TWEEDY	ALEXANDER	HILDRETH	16,000	16,300	17,500	0.91	E	0.93	E
TWEEDY	HILDRETH	ATLANTIC	12,000	12,200	17,500	0.69	B	0.70	C
CENTURY	SANTA FE	L.B. BLVD.	10,853	11,100	20,000	0.54	A	0.56	A
IMPERIAL	ATLANTIC	L.B. FWY.	32,200	32,800	30,000	1.07	F	1.09	F
IMPERIAL	L.B. FWY.	GARFIELD PL.	50,000	50,600	30,000	1.67	F	1.69	F
IMPERIAL	GARFIELD PL.	GARFIELD AV.	34,100	34,500	30,000	1.14	F	1.15	F
IMPERIAL	GARFIELD AV.	E. CITY LIM.	35,000	35,400	30,000	1.17	F	1.18	F
RAYO	ATLANTIC	FIRESTONE	8,200	6,300	9,000	0.91	E	0.92	E
GARDENDALE	GARFIELD AV	CENTER	7,800	8,000	9,000	0.87	D	0.89	D

Table 2-1

Existing and Future Traffic Volumes (cont.)

STREET	FROM	TO	EX. VOL.	FUTURE VOL.	ULTIMATE CAPACITY	EXISTING V/C	LOS	FUTURE V/C	LOS
SANTA FE	N. CITY LIMITS	FIRESTONE	8,900	9,200	20,000	0.45	A	0.46	A
SANTA FE	FIRESTONE	SOUTHERN	7,300	7,500	20,000	0.37	A	0.38	A
SANTA FE	TWEEDY	CENTURY	3,900	4,000	20,000	0.20	A	0.20	A
L.B. BLVD.	SANTA ANA	FIRESTONE	18,000	18,500	20,000	0.90	E	0.93	E
L.B. BLVD.	FIRESTONE	SOUTHERN	19,400	20,000	20,000	0.97	E	1.00	E
L.B. BLVD.	SOUTHERN	TWEEDY	18,000	18,500	20,000	0.90	E	0.93	E
STATE	SANTA ANA	FIRESTONE	12,000	12,300	16,300	0.74	C	0.75	C
STATE	FIRESTONE	TWEEDY	15,000	15,500	16,300	0.92	E	0.95	E
CALIFORNIA	SANTA ANA	FIRESTONE	11,000	11,300	17,500	0.63	B	0.65	B
CALIFORNIA	FIRESTONE	TWEEDY	11,000	11,400	17,500	0.63	B	0.65	B
CALIFORNIA	TWEEDY	CENTURY	11,000	11,200	17,500	0.63	B	0.64	B
OTIS	SANTA ANA	FIRESTONE	12,000	12,400	17,500	0.69	B	0.71	C
OTIS	FIRESTONE	SOUTHERN	4,000	4,100	17,500	0.23	A	0.23	A
OTIS	SOUTHERN	TWEEDY	6,000	6,200	17,500	0.34	A	0.35	A
OTIS	TWEEDY	CENTURY	3,600	3,700	17,500	0.21	A	0.21	A
ALEXANDER	FIRESTONE	SOUTHERN	3,000	3,100	9,000	0.33	A	0.34	A
ALEXANDER	SOUTHERN	TWEEDY	4,500	4,600	9,000	0.50	A	0.51	A
ALEXANDER	TWEEDY	CENTURY	2,000	2,000	9,000	0.22	A	0.22	A
ATLANTIC	FIRESTONE	SOUTHERN	18,100	18,400	30,000	0.60	B	0.61	B
ATLANTIC	SOUTHERN	TWEEDY	17,000	17,300	30,000	0.57	A	0.58	A
ATLANTIC	TWEEDY	WRIGHT	23,600	24,000	30,000	0.79	C	0.80	D
ATLANTIC	WRIGHT	IMPERIAL	14,300	14,600	30,000	0.48	A	0.49	A

Source: Edgar Monroy-Lopez, 1/86

2.3 Proposals: Water and Sewer Systems

The Infrastructure Element of the South Gate General Plan provides for the upgrading of the sewer and water systems as needed. Most of the policies that are directed toward infrastructure improvements are based on existing capital improvement plans or recommendations of specific studies.

The required upgrading of the existing infrastructure will be a major capital expense for the City and will be undertaken over the lifetime of the Plan. The goals and policies of the Infrastructure Element underscore the City's commitment to upgrading the infrastructure. Specific details concerning the location, phasing, funding, and engineering of individual projects will be determined by the Public Works Department. The General Plan does recognize the importance of long-range planning in major capital improvements by requiring that the improvements be identified in the Capital Improvements Program that describes the project, the costs of the improvements, sources of funding, phasing, and any additional information the City may deem necessary.

There are two major projects proposed to improve the supply and storage capacity of the City's existing water system: the Eastside Reservoir Project and the Westside Reservoir Project. The Eastside Reservoir Project, located in the South Gate Triangle, was completed in 1985. A second project, the Westside Water Supply Project, calls for a variety of improvements to correct system deficiencies in the western portion of the City. The General Plan supports the implementation of these two major projects which will substantially upgrade the City's water system. In addition, the Infrastructure Element supports a long range plan to upgrade South Gate's water distribution system which will be coordinated with the City's capital improvements program.

3.0 GOALS AND POLICIES: INFRASTRUCTURE ELEMENT

GOAL 1

TO PROVIDE A PLAN FOR A COORDINATED STREET CIRCULATION SYSTEM FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS.

- POLICY 1.1: The City will develop a street circulation system that is capable of adequately serving any reasonably expected increase in future traffic.
- POLICY 1.2: The City will adopt and implement standards for roadways for future street improvements in the City of South Gate.
- POLICY 1.3: Alternate transportation modes must be encouraged through every means available to promote such use. (To be especially applied in Planning Area 7, South Gate Triangle).
- POLICY 1.4 The City will create a safe and convenient circulation system for pedestrians.
- POLICY 1.5 Commercial vehicle travel in all non-commercial areas will be minimized as much as possible.
- POLICY 1.6 The needs of the handicapped will be considered in all development plans.
- POLICY 1.7 The street system will be designed so as to minimize through traffic in residential neighborhoods.
- POLICY 1.8 Private and public parking shall be provided in sufficient amount to adequately meet local needs and to minimize congestion on arterial streets.
- POLICY 1.9 The City shall require that hazardous materials transported through the City be moved in a safe and efficient manner.

GOAL 2

TO INSURE AN ADEQUATE WATER SUPPLY THAT WILL ACCOMMODATE THE NEW DEVELOPMENT THAT IS PLANNED IN THE CITY.

POLICY 2.1: The City will initiate a long range program, coordinated with the capital improvements program, to begin a plan for the upgrading of the City's water distribution system. This program will incorporate the current efforts to replace all existing unlined 4-inch pipelines identified in the existing capital improvements program.

POLICY 2.2: The water supply needs of future developments will be evaluated in terms of anticipated use under normal circumstances and projected fireflow requirements with the costs of any major improvements to be borne by the developer.

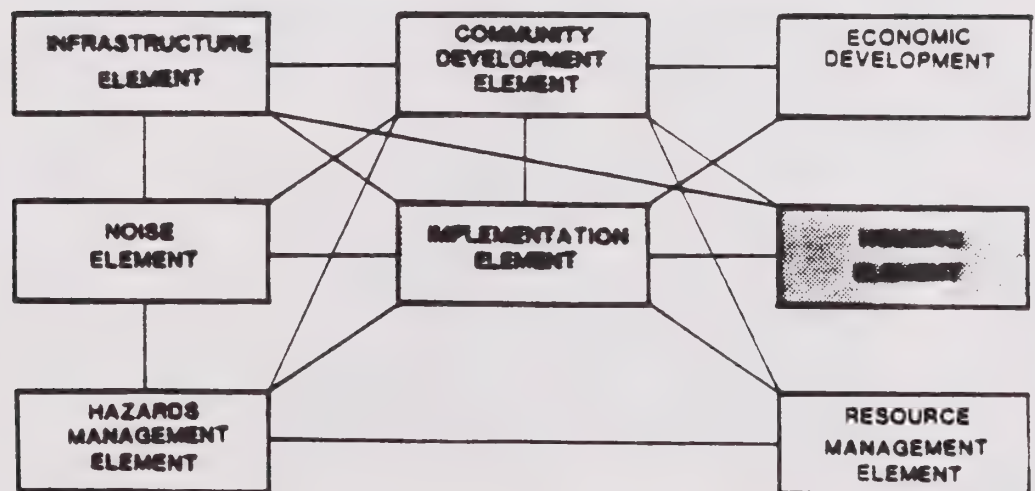
POLICY 2.3: The City will initiate the Westside Water Supply Project which will result in improved water supply and fireflow for the western portions of the City.

GOAL 3

TO PROVIDE ADEQUATE SEWER CAPACITY TO ACCOMMODATE BOTH EXISTING AND PLANNED DEVELOPMENT.

POLICY 3.1: The City will implement the recommendations outlined in a sewer needs study currently under preparation and phase the necessary improvements to correspond to the City's capital improvements program.

STATUTORY LINKS AMONG THE ELEMENTS



Housing

HOUSING ELEMENT

1.0 INTRODUCTION

1.1 Requirements

State Law is very specific concerning the preparation and content of the housing elements. The State Legislature understands the importance of the Housing Element to implement State-wide goals for providing decent and suitable housing for all persons. The legislature also recognizes the importance of providing affordable low and moderate income housing. State law also makes it clear that the provision of affordable housing is the responsibility of all local governments and, using vested powers, should make a conscious effort to see that there are housing opportunities for all income groups (Section 65580). The intent of the State housing element requirements is based on the following concerns (Section 65581):

1. Local governments should recognize their responsibilities in contributing to the attainment of the State's housing goals.
2. Cities and counties should prepare and implement housing elements coordinated with State and Federal efforts in achieving the State's housing goal.
3. Each local jurisdiction should participate in determining the necessary efforts required to attain the State's housing goals.
4. Each local government must cooperate with other local governments to address regional housing needs.

State requirements for the preparation of housing element are very specific in the types of analysis used to assess existing and projected housing needs. In addition to the analysis, State law specifies the nature of the community goals and the detail required in objectives and policies as they relate to housing. Finally, the State requirements are specific concerning the content and effect of programs identified to implement the housing element.

The South Gate General Plan Housing Element contains the "Goals and Policies", component required by State law. The "Housing Needs Assessment", including the detailed analysis from which the Goals and Policies are based, is found in the Background Report. The Background Report also serves as a technical appendix to the entire General Plan. The final component required by State law is the "Implementation Program" which

is located in the Implementation Plan. The specific State requirements concerning the preparation and content of housing elements are summarized in Table 3-1. In addition, the sections containing the appropriate information required by law are identified in Table 3-1.

Table 3-1
Housing Element Framework

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
<p><u>A. Housing Needs Assessment</u></p> <ol style="list-style-type: none"> 1. Analysis of population trends in South Gate (Section) 2. Analysis of employment trends in South Gate 3. Projection and quantification of South Gate's existing and projected housing needs for all income groups 4. Analysis and documentation of South Gate's housing characteristics including the following: <ol style="list-style-type: none"> a. level of housing cost compared to ability to pay; b. overcrowding; c. housing stock condition 5. An inventory of land suitable for residential development including vacant sites and site having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites 6. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels 7. Analysis of existing and potential non-governmental (private sector) constraints upon the maintenance, improvement, or development of housing for all income levels 	<p>Background Report Section II</p> <p>Background Report Section VII</p> <p>Housing Element</p> <p>Background Report Section II</p> <p>Background Report Section II</p> <p>Background Report Section II</p> <p>Background Report Section III</p> <p>Housing Element</p> <p>Housing Element</p>

Table 3-1 (cont.)
Housing Element Framework

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
8. Analysis of special housing needs: (handicapped, elderly, large families, farm workers, and female-headed households	Background Report Section II
9. Analysis concerning the number of homeless persons in South Gate	Housing Element
10. Analysis of opportunities for energy conservation with respect to residential development	Housing Element
<u>B. Goals, Objectives, and Policies</u>	
1. Identification of the City of South Gate's community goal relative to maintenance, improvement, and development of housing	Housing Element
2. Quantified objectives and policies relative to the maintenance, improvement, and development of housing in South Gate	Housing Element
<u>C. Implementation Program</u>	
An implementation program should do the following:	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels	Land Use Element and Implementation Element
2. Program to assist in the development of adequate housing to meet the needs of low and moderate income households	Housing Element
3. Identify and, when appropriate and possible, remove governmental con- straints to the maintenance, improvement, and development of housing in South Gate	Implementation Element
4. Conserve and improve the condition of the existing affordable housing stock in South Gate	Implementation Element

1.2 Issues and Opportunities

A detailed analysis of demographic data for the City of South Gate identified emerging population and housing trends:

- Population growth rates have accelerated in recent years. The Department of Finance indicated that the City's population has increased 11 percent in the period between 1980 and 1984.
- The City has experienced a significant increase in the number of Hispanic residents. The Hispanic population comprised 17 percent of South Gate's population in 1970; ten years later this figure had increased to 58 percent.
- There has been a significant increase in the number of families with small children. The average household size increased from 2.5 persons in 1970 to 3.2 persons in 1980.
- A substantial number of households have low incomes and their geographic distribution corresponds with those areas of the City that have experienced the greatest increases in population and the greatest change in ethnic composition.
- Overcrowding and an increased demand for housing is a direct result of the significant increases in population that the City has experienced in recent years.
- There has not been a significant change in housing tenure between 1970 and 1980. In 1970 approximately 47 percent of the City's housing was owner occupied, ten years later this figure was 49 percent.
- Residential land uses occupied 1,920 acres or approximately 40 percent of the City's total land area in 1985. This figure is essentially unchanged from a previous land use study conducted in 1972.
- The density of residential land uses underwent a significant change in the ten year period between 1970 and 1980. During this period, the number of single-family and duplex units declined. At the same time, 1,609 multiple-family units were added to the City's housing stock.
- Approximately 68 percent of the acreage zoned for residential uses in South Gate is zoned for multiple-family densities, a factor that could encourage an increase in higher-density residential development.

- There are a substantial number of substandard-sized residential lots in the South Gate, particularly in the southern and central portions of the City. Many of these parcels have lot widths less than 35 feet.

2.0 PROPOSALS

2.1 Summary of Goals and Policies

The major features of the current South Gate General Plan update, as they relate to housing, concern the preservation of the existing, predominantly single-family neighborhoods, while at the same time providing for increased housing opportunities for newcomers to the City. This effort seems to be a contradiction in terms since the City has been completely developed for some time. However, the plan proposes to direct future multiple-family development to "mixed-use" zones located adjacent to several major arterials in the City. To correspond with this redirection of multiple-family development, the allowable developable densities in the predominantly single-family neighborhoods will be reduced to levels consistent with the existing densities. A more detailed discussion of proposals related to residential land uses is found in the Community Development Element.

The goals and policies of the Housing Element emphasize the need for safe and sound housing to be made available to all the residents of the City regardless of income, race, or age. The City desires that a range of housing be made available to all economic segments of the Community and that affordable housing be of the same quality of design and construction as that found in more expensive housing. The goals and policies of the Housing Element ensure that affordable housing in the City continues to be made available to those residents that need such housing while requiring that developments of this type exhibit quality design and high standards for materials and workmanship in the overall construction.

The goals and policies within the Housing Element emphasize the need to provide a wide range of housing types while recognizing the importance in maintaining the large number of single-family homes found throughout the City. Perhaps the greatest resource in the City of South Gate is the large number of attractive, single-family neighborhoods. The General Plan is dedicated to their preservation or where required, their rehabilitation.

The plan calls for the overall stabilization of those predominantly single-family neighborhoods, with higher density units to be kept at scales compatible to the single-family homes in adjacent areas. The Plan requires that any single-family homes requiring demolition to be replaced with residential units at densities consistent with those prescribed by the Community Development Element of the South Gate General Plan. The goals and policies of the Housing Element further discourage the illegal conversion of existing residential units to higher densities by requiring that existing and future residential development conform to the current Building and Safety Codes.

2.2 Summary of Housing Need

A primary goal of the City is to assure that all social and economic segments of South Gate's existing and future population have adequate housing. To implement this goal and its related policies, the City must target its programs and assistance to those households with the greatest need. This section of the housing element identifies those categories of housing need defined by Federal and State law. The definition of housing need consists of four major categories: 1) housing needs resulting from increased population growth; 2) substandard housing in need of rehabilitation or replacement; 3) households that are paying in excess of what they can afford for housing; 4) and those households with special housing needs such as very large families or households with at least one handicapped member. Many of those households falling into these four categories include lower income households who, in addition, may be elderly, minority, or single-parent households. In addition to the four major categories of "need" mentioned above, this Summary of Housing Need will consider those persons in the City without shelter.

Growth Needs: Based on SCAG '82 - Regional Growth Forecast, the City of South Gate is expected to grow to a population of 77,316 persons by 1990, an increase of 3,116 persons or 974 households over 1984. The SCAG '82 projections for the year 2000 and 2010 estimate that the City's population in those years will be 82,510 and 85,810 respectively.

Population projections for the City beyond 1990 are difficult to make due to the significant demographic shifts that have occurred in recent years and the difficulty associated with predicting possible future shifts. In addition, the number of undocumented aliens residing in the City is unknown at this time. The impacts of this group is difficult to evaluate due to the absence of accurate data at the City level.

The Southern California Association of Governments provides a forecast for population, housing, and employment for the twenty-one Regional Statistical Areas (RSA's) of Los Angeles County. These forecasts are based on growth policy projections by SCAG for the six-county Southern California region. The RSA in which South Gate is located (East Central) experienced an annual growth rate of 1.2 percent between 1980 and 1984. The annual growth forecasts for 1984 to 2000 and 2000 to 2010 are 0.2 percent and 0.1 percent respectively.

The average annual growth rate of the RSA between 1980 and 1984 was 1.2 percent compared to an average annual population growth rate of 2.2 percent for the City during the same period. A major factor in the significant population growth in recent years can be attributed to the significant increase in the household size rather than population increase from new residential development.

New Residential Development: The amount of land available for new residential development is minimal due to the fact that the City of South Gate is completely urbanized. New residential development will be limited to areas designated for mixed-use: commercial/residential development where new residential development was restricted and other areas of the City where recycling could occur.

The implementation of the land use policy, described in the Community Development Element, will commit approximately 2,330 acres exclusively devoted to residential development. In addition, approximately 119 acres have been designated as mixed-use: commercial/residential and would allow for residential uses in areas previously reserved for commercial activities.

The potential number of housing units possible is 13,040 assuming build-out is at the maximum densities allowed under the land use policy as described in the Community Development Element. This represents a potential increase of 2,215 units over the existing number of units as estimated by the Department of Finance. This would result in an additional 7,220 residents, assuming the average household size of 3.26 persons remains constant.

The majority of the land which will be available for new residential development will be in those areas designated for mixed use: commercial/residential is ultimately developed as residential, as estimated 952 new units could be constructed in these areas. This represents approximately 43 percent of the total number on new units projected for build-out. The remainder of the other new units would be located on scattered sites that have the potential for recycling from the existing lower densities to higher densities. The location of the areas designated for mixed-use are identified in Figure 1.1 in the Community Development Element.

The resulting population at build-out is projected to be approximately 83,800 persons (the 1986 D.O.F. population estimate for the City plus the 7,220 new residents) which corresponds closely with the SCAG '82 projections of 82,510 and 85,810 for the years 2000 and 2010 respectively.

The City's share of the regional housing needs were determined using a methodology approved by SCAG and is based on its regional Housing Allocation Model (RHAM). According to estimates based on this methodology, the City's share for housing within the region for the five-year period between 1986 and 1991 is 348 units. According to SCAG, the City should allocate 67 units to households with very low incomes, 93 units for low income households, 68 units for moderate-income households, and finally, 120 units for upper-income households.

Substandard Housing: A housing condition survey was conducted by the City of South Gate Department of Community Development in January, 1985. The survey identified a total of 1,091 deteriorating units or approximately 5 percent of the total units in the City. The survey also identified 81 units city-wide that were dilapidated and would require intensive reconstruction or demolition.

Nearly sixty percent of the units in South Gate were constructed before 1950 and approximately eighty-two percent were constructed before 1960. Since 1980, however, only 74 units have been added to the City's housing stock while the City's population grew by 7,416 persons. Since 1970, the City's population grew by 17,291 persons, compared to a net increase of 1,598 units in the same period. It becomes apparent that there has been a significant increase in the City's population in spite of the limited availability of additional housing to accommodate this growth. The non-proportional increases in new housing compared to the increases in population in recent years indicate that overcrowding is a problem. The 1980 census indicated that approximately eighteen percent of the households in South Gate were overcrowded according to their criteria. This problem has been aggravated by the increases in population in recent years. In addition, this overcrowding will result in accelerated rates of deterioration in the affected units.

Housing Affordability: The Federal Government adopted a national standard that is used to identify those households with housing costs in excess of what they are able to afford. These standards indicate that a household paying in excess of thirty percent of its gross monthly earnings for housing may be paying more than what it can afford. The assumption assumes that any greater proportion paid for housing will result in less money available for food, clothing, health care, and other necessities.

According to the data supplied by the 1980 U.S. Census, there were 4,950 lower-income households in the City that paid in excess of 30 percent of their gross annual income for housing. This figure represents approximately 22 percent of the households in the City.

Of those households paying in excess of 30 percent of their monthly incomes for housing, 3,984 of those low income households were occupied by renters. This latter group (low income renter households) are especially vulnerable to the increased costs of housing since their incomes do not generally keep pace with the increased living costs and they do not have the option of selling their homes to take advantage of any equity that may be in the property.

The future housing need for the year 1990 can be estimated using the SCAG '82 - Regional Growth Forecast. Based on the projections provided by SCAG which are required by the State to be included in this element, South Gate will have to accommodate approximately 23,000 persons in very-low income households and 13,000 persons living in low income households in 1990. A complete breakdown of future housing needs in South Gate is provided in Table 3-2.

Special Housing Needs: In addition to those categories of housing need identified above, the housing needs analysis (Background Report, Section II) found that there were 3,144 households with at least one handicapped member in 1980. In addition, there were 2,223 households where the household head was 65 years of age or older. Many households in the City with handicapped elderly fall into both categories and, as a result, some overlap is inevitable.

The 1980 Census identified 4,064 households with five or more family members which represented approximately 18 percent of the total number of households in the City in 1980. In addition, the 1980 Census reported that there were 4,238 overcrowded households (more than 1.01 persons per room) in South Gate. Households in this latter category comprise approximately 18 percent of the total number of households in the City, which corresponds to the overall number and percentage of the households with large families identified earlier. These figures may underestimate the magnitude of overcrowding in the City since the figures obtained from the U.S. Census do not adequately address the demographic impacts resulting from illegal immigration. The cost of housing and the low incomes that are typical of the undocumented labor force result in several families or large extended families sharing individual units.

Homeless: In recent years, Los Angeles County has seen a dramatic increase in the number of homeless persons. The factors contributing to this condition include unemployment and the significant increase in costs associated with obtaining housing. The plight of the homeless is further compounded by the fact that many of these individuals suffer from emotional or physical disabilities that impair their ability to find regular employment.

The number of homeless persons within the City of South Gate is difficult to assess for a variety of reasons. The City does not operate or subsidize shelters for homeless persons or families at this time. A report in 1985 for the Institute of Governmental Studies provided some statistics concerning the nature and magnitude of homelessness in Los Angeles County. The Department of Housing and Urban Development considers the most reliable national estimate for homeless on an average night to be between 250,000 to 350,000 persons.

The existing and projected housing needs for the City are summarized in Table 3-2: Housing Needs for the City of South Gate.

Table 3-2
Housing Needs Framework

A. GROWTH NEEDS					(SOURCE: SCAG-82 MODIFIED FORECAST)				
Year	Very Low Income	Low Income	Moderate Income	High Income					
1984	22,260	12,614	17,066	22,260					
1990	23,195	13,145	17,783	23,195					
2000	24,753	14,027	18,977	24,753					
2010	25,743	14,588	19,736	25,743					

B. OVERPAYMENT FOR HOUSING					(SOURCE: U. S. CENSUS, 1980)				
Tenure	Very Low	Low	Moderate	High	Total				
Owners	689	377	452	331	1,849				
Renters	3,232	693	362	10	4,297				
Total	3,921	1,070	814	341	6,146				

C. HOUSING CONDITION					(SOURCE: CITY OF SOUTH GATE)				
			Number of Units	Percent of City Total					
Deteriorated units			1,091	4.6					
Dilapidated units			81	0.3					
Total			1,172	4.9					

D. SPECIAL NEEDS					(SOURCE: U. S. CENSUS, 1980)				
Special Need*	Total Number of Households			Percent Total Households in City					
Elderly	2,223			9.7					
Handicapped	3,144			13.7					
Large Families	4,064			17.8					
Overcrowding	4,238			18.3					
Minority	11,124			48.6					
Female-headed	2,754			2.1					
Below Poverty Level	3,055			13.4					

* Some households may be classified into more than one category.

2.3 Constraints to Housing Production:

The City of South Gate recognizes the need for sound housing that is affordable to all income levels. This goal is difficult to achieve because the resources available to the City towards this end are limited. The City does not produce housing and the resources that encourage private developers to construct housing are limited to those forces operating in the marketplace. In addition, there are certain constraints that serve to inhibit the construction of additional housing within the City.

Land Inventory: The City of South Gate is virtually built-out and therefore lacks large parcels of developable vacant land. Most new residential development anticipated to be constructed within the next five years in the City is expected to occur as a result of the introduction of a mixed use General Plan land use category (which promotes the joint development of residential and commercial facilities), redevelopment activity, and the infilling of the scattered vacant parcels of land within the City. An inventory of vacant land can be found in Figures 8 to 18 of the Background Report.

Physical Constraints: The physical constraints on future residential development within the City of South Gate can be divided into two categories: infrastructure constraints, and environmental constraints. Public facilities constraints are related to those public facilities and infrastructure serving the City. Environmental constraints involve natural hazards or phenomena which may adversely affect or be affected by additional development. The major physical constraints relevant to future residential development in the City includes the following:

- a. Public Facilities Constraints - the major constraints to housing production related to infrastructure concerns water and sewer service in the City.

Water - Large portions of planning areas indicated in the western areas of the City are deficient in water and/or fireflow capacity. In addition, major capital expenditures will be required to replace deteriorating or substandard infrastructure in portions of the City.

Sewer - The City's sewer system was constructed more than 50 years ago and problems exist within some areas due to residue accumulations and deterioration of the lines. The City is currently preparing a sewer needs study that will determine the condition of the City's entire sewer systems.

Schools - The schools in the City of South Gate are seriously overcrowded at this time with all the City's schools in the Los Angeles Unified School District scheduled for year-round instruction. Two new elementary schools will be constructed to relieve some of the overcrowding.

- b. Environmental Constraints - There are no environmentally sensitive areas within the City and the local topography does not represent a serious constraint to housing production. Other environmental factors include:

Flooding Hazards - The Federal Emergency Management Agency (FEMA) has designated the sections of the Los Angeles Rio Hondo River as flood plain areas. Both of these rivers are channelized and the area designated for a possible flood hazard is restricted to the channels.

Seismic Hazards - The City is not included in an Alquist-Priolo Special Studies Zone since no active faults are known or suspected to traverse the City at this time. Although substantial damage may result from ground shaking generated by a major earthquake, no surface rupture is expected. Liquefaction may be a problem in portions of the City and older structures throughout the City, which are not reinforced to meet current safety standards, will experience damage.

Noise - Residential land uses are considered the most sensitive to loud noise. Major noise generators in the City are the railroads, the existing Long Beach Freeway and the proposed Century Freeway, and traffic on the local roadways. Residential development near these major noise generators requires special considerations concerning noise blocking, diversion and reduction which could add to the cost of development.

Market Constraints: The cost of all housing rose between 1970 and 1980 as the cost of each component rose. Since 1980 costs have stabilized somewhat, and in a few areas fallen. The major components of housing costs are: land, labor, materials, financing, overhead, and profit. The cost of each of these will vary significantly depending on the location of the development and the type of house being built. Land in some areas costs more per square foot than land in other areas.

Construction costs also vary according to the type of development. Multi-family housing is generally less expensive to construct than single-family housing. However, there is a wide variation within

each type depending on the size of the unit and the number and quality of the amenities offered. This includes such obvious items as the inclusion of fireplaces, swimming pools and tennis courts, as well as the less obvious decisions on the grade of carpeting and tiles used, types of appliances and light fixtures, and quality of cabinetry and other woodwork.

The factor which has most impacted housing costs in recent years is the cost of financing. Developers as well as home buyers have found it difficult to acquire financing even if they could afford the high interest rates. A reduction in interest rates would probably lead to increased development activity throughout the County, including South Gate.

The interrelationship of the cost components is very complex and shifts significantly from area to area and development to development. For example, where a developer has owned a piece of land for five or ten years (speculating that it would be valuable in the future) the cost of land per unit would be less than if it had been recently purchased. Finally, the availability of skilled construction crews who will work for less than union wages can reduce costs. The number of factors which must be considered by the developer and can be adjusted to make a project pencil out mean that it is difficult to describe an average or typical project.

Governmental Constraints: Local government can constrain the production of adequate affordable housing by (1) limiting the amount of land zoned for residential development or the densities at which it can develop; (2) unduly delaying the processing of development applications; or (3) charging fees which increase the final cost to the consumer beyond the affordable range. The costs of various permits and fees are indicated in Table 3-2.

The majority of the land in the City is zoned for residential development. In addition, the establishment of a mixed residential and commercial General Plan land use designation will further broaden the land resources available for residential development. The Community Development Element of the South Gate General Plan provides for additional housing to be constructed in these areas which are located in seven of the eight planning areas.

The City's current permit processing fees and procedures do not represent a significant constraint on residential development. Most residential developments in the City are single-family home construction or other small projects and do not require environmental impact reports, which increase processing time and

costs. The processing fees and application requirements for the City of South Gate is summarized in Table 3-3.

Energy Conservation: Twenty-five years ago, natural gas was cheap costing much less than the current price of \$3.50 per one-thousand cubic feet. As a result, the costs of heating and cooling a home have also increased, in many cases becoming the second highest cost of housing after rent or mortgage payments. Homeowners and planners alike are interested in developing measures to reduce the amount of energy consumed. Years ago, builders saw no reason to build an energy efficient building when fossil fuel energy was so cheap. Many of the houses now requiring rehabilitation in Southern California were not built to save gas or electricity, and aging of the physical structure has made them even more dependent on mechanical heating/cooling systems.

In Southern California, heating and cooling account for approximately 50 percent of residential energy use, water heating about 30 percent and lighting and appliances the remaining 20 percent. Because heating and cooling represent such a large portion of energy use, improvements in the building envelope designed to control heat loss and gain represent the greatest opportunity for reduction of total energy use.

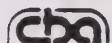
Energy conservation measures range from siting buildings to maximize energy efficiency, to landscaping for summer shade and winter light, to structural features to reduce energy loss, to active solar systems. Amendments to the Uniform Building Code have resulted in new housing which is much more energy efficient than previously constructed housing. These requirements have raised the cost of constructing (and therefore buying) a new home; however, these costs are matched by energy cost savings over a ten year period.

Existing housing in the City can also benefit from appropriate, energy conscious landscaping, but the major means to improve their energy efficiency are:

- attic insulation
- weatherization (caulking/weather stripping windows and doors)
- fireplace dampers
- water heater insulation
- faucet flow restrictors
- duct insulation
- regular furnace and water heater servicing
- floor insulation
- fluorescent lighting
- solar water heater

Table 3-3
Processing Fees and
Application Requirements

TYPE OF APPLICATION		
Zone variance	\$ 200.00	Plus \$60.00 for PEA*
Development standards variance	150.00	Plus \$60.00 for PEA
Parcel Map	150.00	Plus \$60.00 for PEA
Tentative subdivision map	250.00 + 1.00/lot	Plus \$60.00 for PEA
Final subdivision map	125.00	Plus \$60.00 for PEA
Site plan	1000.00	Plus \$60.00 for PEA
Condition Use Permit (CUP)	250.00	Plus \$60.00 for PEA
Lot line adjustment	125.00	Plus \$60.00 for PEA
Zoning change	300.00	Plus \$60.00 for PEA
Unclassified Use Permit	300.00	Plus \$60.00 for PEA
*Preliminary environmental assessment (PEA)	60.00	
Building permit/plan check fee	0 - 500	Based on assessed valuation of structure, single-family and duplex--\$50/sq. ft.
Occupancy investigation	50 - 500	Cost is based on sq. ft. Up to 5000 sq. ft. - \$50.00 5001 to 10,000 sq. ft. - \$200.00 10,001 to 50,000 sq. ft.- \$350.00 More than 50,000 - \$500.00



SOURCE: City of South Gate, 2/85

2.4 Housing Programs and Summary of Expected Accomplishments

In order to implement the goals and policies contained in the General Plan, the following City actions will continue to be initiated.

Housing Rehabilitation Programs - The City has identified an estimated 1,100 units in some state of deterioration. In addition, the City's problem of overcrowding is exacerbated by the significant number of illegal conversions or additions in residential neighborhoods. To encourage the maintenance and rehabilitation of these units the following programs are available:

Low Interest Loan Program: The objective of the Low Interest Loan Program is to provide an incentive for qualified homeowners to rehabilitate their homes with the primary beneficiaries being those homeowners who receive the low interest loans. Secondary benefits accrue to other residents in the neighborhood and to the City. The upgrading of the area improves the value of the neighborhood and helps to retain residents who might otherwise move, as well as to attract new homeowners in a higher economic bracket than if the area were declining.

The program will be administered by a private bank which will make the appropriate loans through an agreement that the City provide Community Development Block Grant Funds to the bank for deposit in a compensating balance account. The maximum loan for homeowners is \$25,000. The maximum term is 15 years.

Deferred Payment Loan Program: The objective of the Deferred Payment Loan Program is to provide deferred loan funds for rehabilitation of homes of lower income families having specific needs, and who lack the financial capability of meeting standard repayment schedules.

Funds will be made available for the rehabilitation of homes of families meeting specific criteria with the maximum loan amount being \$25,000. The funds provided for rehabilitation will be in the form of a non-interest bearing loan, where no principal payments are made. The value of the loan will be repaid upon transfer of ownership of the property. Funding for this program is through CDBG funds.

Grant Program: The objective of this program is to provide funds to homeowners on an emergency basis for rehabilitation of hazardous health and safety conditions. The City of South Gate has allocated Community Development Block Grant Funds for the Emergency Grant Program and the program will be administered by the City. The grants will be given to low and moderate income homeowners for correction of critical health and safety problems that require immediate attention. Maximum disbursement is \$2,500.

Code enforcement: The City will respond to complaints by residents and work with property owners to upgrade their units.

Code compliance checks: At the request of a property owner or prospective buyer, City staff will provide copies of all building and related permits for the property so that the owner can determine whether previous rehabilitation work has been inspected and found in compliance with codes. The City will also make safety and code compliance inspections of units, if requested to do so.

In order to address the continuing problem of illegal units, the City will survey the City to identify illegal units, notify property owners that they are in violation of City law, and inform them of the steps necessary to bring their properties into compliance with City codes.

From 1985 to September 1988, a total of 214 owner-occupied units will be involved in housing rehabilitation programs including some type of home improvements for 100 units. These programs will also plan to rehabilitate thirteen rental units during this same period. Programs are ongoing with the continuation of the housing rehabilitation programs dependent on Federal assistance.

Section 8 Housing Assistance - The City of South Gate Housing Authority has direct contracts with the Department of Housing and Urban Development to provide Section 8 housing assistance. The City Housing authority maintains a Certificate Program and Voucher Program aimed at providing financial assistance for low income residents.

Goals for the period from 1985 to September 30, 1988 are to provide Section 8 assistance to 180 units. The City currently has 485 units (both voucher and certificate) participating in Section 8 assistance. The Program is ongoing with the continuation of Section 8 related assistance contingent upon continued Federal support.

Fair Housing Programs - The City of South Gate signed a contract with the Fair Housing Foundation of Long Beach to provide a wide range of services for the City residents. These services include:

- ° Counseling, resolution and documentation of all complaints alleging housing discrimination for residents within the City.
- ° Counseling, mediation and documentation of all landlord/tenant conflicts for residents within the City.
- ° Providing community referrals for other housing related problems by maintenance of lists of agencies which provide other housing services for residents, such as the Housing Authority, City Rehabilitation program, Housing and Urban Development, etc.
- ° Community awareness programs to further educate residents regarding their rights under existing fair housing laws and avenues available to individuals if they believe they have encountered housing discrimination. Brochures, posters, and speakers shall be a part of this program for the use of residents within the City. Program is on-going.

Summary of Expected Accomplishments - The City has adopted the above set of housing programs to assist in both housing rehabilitation and providing financial assistance to families in need. Based on the fact that very little vacant land is available, new development will be accomplished in two ways: first, land developed at lower densities will be recycled to higher densities and second, new residential development may occur in areas previously restricted to commercial development. The City expects to achieve the following quantified objectives for the next five years:

- ° Upgrading of at least 50 owner-occupied units per year through the housing rehabilitation programs identified in this section. Approximately 250 owner-occupied units would benefit from these programs.
- ° Upgrading of at least 15 rental units during the same five-year period using the rehabilitation programs identified above.
- ° The City's goal for providing Section 8 Housing Assistance is to provide assistance for at least 180 additional units for the period from 1985 to 1988.

- Development of at least 90 new units per year for the next five year period. This number of new units added to the City's housing stock on an annual basis will enable the City to meet its RHAM allocation for future housing needs and to achieve the projected build-out for the residential development as outlined in the Community Development Element in the year 2010.

3.0 GOALS AND POLICIES: HOUSING ELEMENT

GOAL 1

PROMOTE AND INSURE THAT SOUND HOUSING WILL BE PROVIDED IN THE CITY OF SOUTH GATE FOR ALL PERSONS, REGARDLESS OF AGE, FAMILY STATUS, INCOME LEVEL, RACE OR ETHNICITY.

POLICY 1.1: The City should endeavor to make certain that State provisions designed prevent housing discrimination on the basis of age, sex or race.

POLICY 1.2: A range of housing opportunities should be provided to insure that housing is available to all economic segments of the community.

POLICY 1.3: Housing for low and moderate income households should have the same standards for design, construction, and maintenance found in more expensive housing.

POLICY 1.4: Housing for low and moderate income households should not be concentrated in any single planning area.

POLICY 1.5: The provisions for low and moderate income housing should be coordinated with the County's housing assistance plan and program.

GOAL 2

TO PROVIDE A WIDE RANGE OF HOUSING BY LOCATION, TYPE, AND PRICE TO MEET THE EXISTING AND FUTURE NEEDS OF THE CITY.

POLICY 2.1: There should be a variety of housing types and prices to accommodate a wide range of housing needs and tastes.

POLICY 2.2: Future higher density residential developments should be located within the areas adjacent to the major arterials designated for mixed-use and high density residential development as outlined in the Community Development Element.

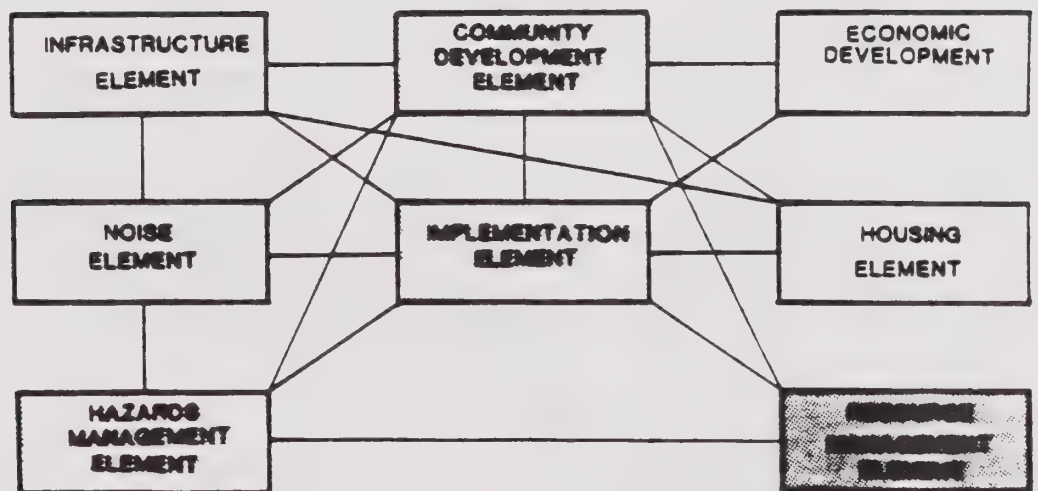
- POLICY 2.3: New higher density residential projects should be kept at a small scale (number of units, height, etc.) and should be compatible in design with single-family residential areas.
- POLICY 2.4: Existing single-family units that require demolition must be replaced with residential units that are not to exceed those densities prescribed by the South Gate General Plan.
- POLICY 2.5: The existing mobile home development, located in the South Gate Triangle planning area, shall be maintained.

GOAL 3

TO ENCOURAGE THE MAINTENANCE OF THE EXISTING HOUSING STOCK AND TO ENCOURAGE THE PROPER UTILIZATION OF SUBSTANDARD AND UNDERUTILIZED PARCELS.

- POLICY 3.1: Encourage the rehabilitation of existing substandard housing units pursuant to the existing Building and Safety Code.
- POLICY 3.2: Enforce the existing Building and Safety Code and the Zoning Ordinance to prevent the conversion of existing structures to higher density units.
- POLICY 3.3: Encourage the design of those structures to be renovated to be compatible with the surrounding neighborhood.
- POLICY 3.4 Substandard or dilapidated units, when demolished for new residential development, will be replaced by units with equal or less density per unit area.

STATUTORY LINKS AMONG THE ELEMENTS



Resource Management

1.0 INTRODUCTION

1.1 State Requirements

The Resource Management Element is concerned with the preservation of those resources and amenities that are important to the well-being of South Gate and its residents. The State requires every general plan to have an open space element (Section 65302(e)) and a conservation element (Section 65302(d)). The conservation element should serve to protect and maintain the State's natural resources and to prevent their wasteful exploitation and destruction. The open space element must include an inventory of private and public open space. In addition, the open space element must identify goals and policies for managing these open space areas, and specific implementation measures.

The purpose of the open space component of the Resource Management Element is to guide and set a policy framework for the existing and future uses of open space within the City of South Gate. Open space is intended to encourage and contribute to the economic, social and physical health, safety and welfare of the City's residents. Open space should provide a variety of amenities by adding aesthetic enhancement to developed areas in addition to providing areas for active and passive recreation.

The Resource Management Element includes the components which are required in the open-space and conservation elements. The element also incorporates an updated version of the Parks and Recreation Element for the City of South Gate first adopted in 1974. The Resource Management Element considers four major issue areas to be addressed by the General Plan and the goals and policies contained in this element. The issue areas include; natural resources, water resources, air resources, and recreational/open space resources.

1.2 Issues and Opportunities

Natural Resources: The City of South Gate is completely urbanized with few remaining undeveloped parcels of land remaining. No rare or endangered plants and animal species are known or suspected to exist within the City. The soils do not contain any known mineral resources and there are no designated mineral resource areas in the City.

The implementation of certain policies contained in the Resource Management Element will result in the preservation of existing vegetation in the City and serve as a catalyst for additional landscaping and tree plantings.

Water Resources: Water resources are limited to the groundwater basins that provide a local source of water to the City and the surrounding region. South Gate is located above a portion of the Central Basin, a groundwater basin located in the central portion of the Downey Plain.

Local groundwater provides accounts for a major portion of the City's water supply. In recent years, groundwater resources in the United States have been contaminated with a variety of pollutants ranging from pesticides to industrial chemicals and solvents.

Air Quality: The early 1970s marked the beginning of a new awareness and concern for the environment in general and the air we breathe in particular. The harmful effects of airborne pollutants became generally known with a better understanding of photochemical pollution, the type of air pollution common to Southern California.

The South Coast Air Quality Management District (SCAQMD), in conjunction with the Southern California Association of Governments, has initiated a series of plans and programs designed to reduce the levels of airborne pollution in the Southern California Basin. The Air Quality Management Plan (AQMP) is a comprehensive policy statement which articulates air quality standards, goals, and policies designed to improve the air quality of the South Coast Air Basin of California. The Federal Clean Air Act as amended in 1977 requires that all areas of the nation prepare plans which provide for the attainment and maintenance of Federal clean air standards. In addition, the Lewis Air Quality Management Act requires that SCAQMD and SCAG prepare and regularly revise a plan which will demonstrate the attainment of both Federal standards as outlined in the Clean Air Act, and State standards at the earliest possible date using any reasonable control measure.

Recreational and Open Space Resources: The City of South Gate may have an ultimate population of between 80,000 to 90,000 persons if demographic trends remain constant and development occurs as outlined in the Land Use Element. Standards for recommended park space vary; the National Parks and Recreation Association (NPRA) recommends a minimum of 2.5 acres of park space per 1,000 persons compared to the Southern California Association of Governments recommendation for a minimum of 4 acres per 1,000 persons. In addition, other standards recommend an optimal service area of certain types of parks which vary according to the particular standard.

Specific areas of the City were identified as being deficient in park space and include the majority of those residential neighborhoods in the western portions of the City. The Goals and Policies articulated in this General Plan indicate a desire on the part of the City to emphasize the creation of smaller neighborhood parks with less emphasis placed on the much larger parks.

The location of the existing and proposed park sites are indicated in Figure 4-1 and described in Table 4-2.

2.0 Proposals

2.1 Summary of Goals and Policies

The goals and policies in the Natural Resource Management Element provide for the preservation of open space and recreational resources by stressing the maintenance and preservation of existing resources and making provisions for additional open space in areas of the City that have been found to be deficient. The more difficult policies to implement will have to do with the provisions for additional open space due to the costs involved.

Biotic Resources: The implementation of certain policies contained in the Resource Management Element will result in the preservation of existing vegetation in the City and stress the importance of landscaping and tree plantings in new developments. The types of plants for consideration should be those species that are drought resistant or those varieties that do not require large amounts of water for survival in the Southern California climate.

Water Resources: The Resource Management Element encourages water conservation measures to be considered in any new developments. In addition, a specific policy recognizes the importance of insuring that the water derived from local ground-water basins be safe to drink. The maintenance of water quality is not the sole responsibility of a single agency or jurisdiction, but the collective responsibility of Federal, State, County, and local agencies in addition to the private users. In addition, other policies contained in the South Gate General Plan will indirectly implement the goals and policies of maintaining and improving local water quality.

Air Quality: The South Gate General Plan supports the efforts of the various governmental agencies and bodies responsible for the attainment and maintenance of clean air. The Plan recognizes the problem is regional in scope and the attainment of clean air in Southern California is beyond the means of any single city. The Natural Resource Element along with other elements contained in the General Plan, provide policies that reinforce those contained in the AQMP.

Recreational/Open Space Resources: The General Plan recognizes certain deficiencies concerning the availability of recreational facilities and open space. According to the standards cited in the previous section, the City would require between 200 to 360 acres of park space depending on the ultimate population and the standards applied to determine the needed park space.

Park areas serve a variety of needs in the City of South Gate and a classification is appropriate to understand the function of the City's parks.

District Park: A "district park" offers a wide range of recreational opportunities which attract persons in the widest possible range of age and interests. The South Gate Recreational Park and Hollydale Park are in this category. The General Plan encourages many of the facilities in South Gate Recreational Park to be leased to private enterprise to alleviate the financial burdens that can result from the operation of the larger parks. In addition, the Plan recommends that portions of Hollydale Park be leased to private interests specializing in amusement facilities, such as miniature-golf parks, roller-skating/ice skating rinks, or amusement parks.

Neighborhood Park: The service area of a "neighborhood park" generally corresponds to the service area of an elementary school. A neighborhood park should be large enough and have adequate facilities for active recreation including playgrounds and limited athletic facilities. Parks in this category are primarily designed to serve children and adolescents. Circle Park, Hollydale Community Park, and three additional proposed parks have been classified as "neighborhood parks."

Tot Lot: Tot lots are small parks under one acre in area designed to serve preschool-aged children. The General Plan emphasizes the need for this type of park in those areas of the City where multiple-family units are located.

Green Belts: Several large areas of open space which provide passive recreation are located within the City. An easement running parallel to Southern Avenue between Long Beach Boulevard and Atlantic Boulevard will serve as a bicycle trail/jogging path. Improvements will be limited to a concrete bike lane. A minimum amount of landscaping will be used to reduce maintenance costs. A second trail, used for both jogging and bicycling, is located on the east bank of the Rio Hondo Channel and runs the full length of the channel as it passes through South Gate.

The General Plan provides for approximately 160 acres of active recreational space. The General Plan also provides for the use of public easements for bicycling and jogging paths. The largest easement in terms of area is located north of Southern Avenue between Atlantic Avenue and Long Beach Boulevard and a second area includes a bicycle path on the east side of the Rio Hondo River Channel.

Table 4-1
Parks and Recreation Facilities

CATEGORY/NAME	LOCATION	DESCRIPTION
<u>Parks and Recreation Facilities:</u>		
1. South Gate Recreation Park	4900 Southern Avenue	96.8 acre - District Park
2. Hollydale Park	5400 Monroe Avenue	56.0 acre - District Park
3. Circle Park	10129 Garfield Avenue	4.0 acre - Neighborhood Park
4. Hollydale Community Park		2.2 acre - Neighborhood Park
5. Southern Avenue Tot Lot	State Street and Southern Avenue	0.8 acre - Tot Lot
6. Gardendale Mini Park	5480 Gardendale Street	0.45 acre - Tot Lot
7. Stanford Avenue Park	2715 Illinois	0.19 acre - Tot Lot
8. Post Street Mini Park	Post St. and Victoria Ave.	0.12 acre - Tot Lot
9. Southern Avenue Bike— Pedestrian Way		Bicycle-Jogging Path
10. Rio Hondo Bicycle Trail		Gateway adjacent to Rio Hondo River Channel
<u>Public School Sites</u>		
11. Bryson Avenue Elementary	4470 Mission Avenue	Supervised playground
12. Hollydale Elementary	5511 Century Blvd.	Supervised playground
13. Liberty Avenue Elementary	2728 Liberty Avenue	Supervised playground
14. San Gabriel Ave. Elementary	8628 San Gabriel Avenue	Supervised playground
15. Stanford Avenue Elementary	2833 Illinois Avenue	Supervised playground
16. Tweedy Elementary	5115 Southern Avenue	Supervised playground
17. Victoria Avenue Elementary	3320 Mission Avenue	Supervised Playground
18. South Gate Junior High	4100 Firestone Blvd.	Athletic fields
19. South Gate High	3351 Firestone Blvd.	Athletic fields
<u>Proposed Facilities</u>		
Firestone Planning Area		Tot Lot
Westside Planning Area		Tot Lot
Southgate Gardens		Tot Lot

The Los Angeles Unified School District provides supervised recreation programs and activities for school children at each of the elementary schools in the City. These programs are operated during after school hours and for limited hours on weekends. The availability of these facilities and services are limited to the hours of operation with all of the elementary schools being closed for public use during other hours.

In addition, the athletic field at South Gate Junior High and High Schools are available for the public's use though the specific times must be arranged by the City Recreation Department and the School District. The goals and policies of the South Gate General Plan emphasize the importance of maintaining these programs and the need for continued cooperation between the School District and the City.

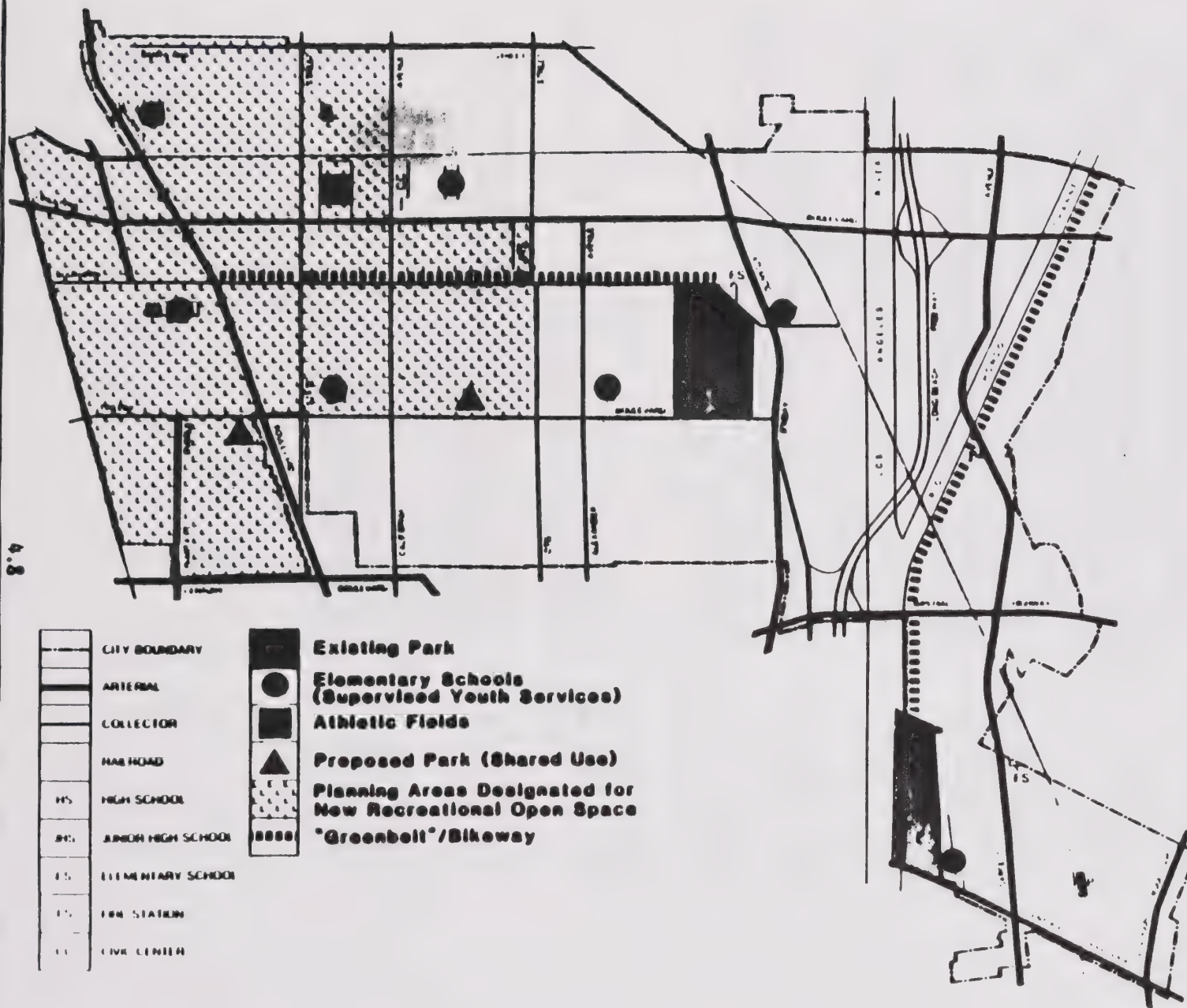
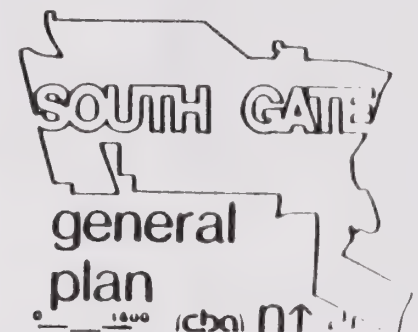


Figure 4-1
Open Space/
Recreational
Resources



3.0 GOALS AND POLICIES: RESOURCE MANAGEMENT ELEMENT

GOAL 1

CONSERVE AND PROTECT THE REMAINING NATURAL RESOURCES IN SOUTH GATE.

- POLICY 1.1: Encourage the conservation of water resources in residential, commercial, and industrial development.
- POLICY 1.2: The City will cooperate, to the degree necessary, with Federal, State and County Agencies, and surrounding jurisdictions, in the maintenance and improvement in the quality of local ground water.
- POLICY 1.3: Encourage energy conservation efforts and the incorporation of energy-saving designs and features into new and refurbished buildings.
- POLICY 1.4: Encourage public employees to follow energy conservation procedures designed to reduce energy consumption.
- POLICY 1.5: Support the efforts, goals and plans of the South Coast Air Quality Management District in reducing the level of air pollution in the Southern California region.

GOAL 2

ENCOURAGE THE PRESERVATION OF THE EXISTING PLANT RESOURCES IN THE CITY.

- POLICY 2.1: Utilize landscaping and tree plantings along portions of Firestone Boulevard, Tweedy Boulevard, Long Beach Boulevard, and Southern Avenue to enhance the appearance of the roadways.
- POLICY 2.2: Require that property owners maintain the landscaping on their property.

GOAL 3

MAINTAIN THE EXISTING PARK AND RECREATION FACILITIES TO THE EXTENT THAT THEY CAN CONTINUE TO PROVIDE THE RESIDENTS OF SOUTH GATE THE BEST POSSIBLE RECREATIONAL OPPORTUNITIES.

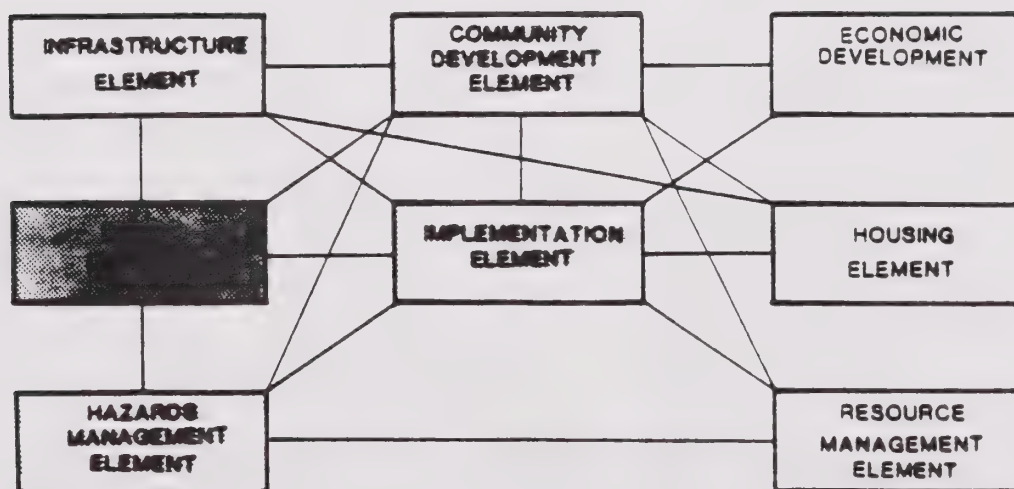
- POLICY 3.1: Enforce local laws regarding the vandalism of park property and incorporate citizen involvement into the park surveillance process through neighborhood watch programs.
- POLICY 3.2: Identify the maintenance requirements of the parks and recreational facilities in the City's Capital Improvements Program.
- POLICY 3.3: Create a neighborhood "Adopt a Park" program designed to encourage citizen involvement and participation in the maintenance and upkeep of their neighborhood park.

GOAL 4

PROVIDE PARK AND/OR RECREATIONAL FACILITIES OPPORTUNITIES TO ALL RESIDENTS IN SOUTH GATE.

- POLICY 4.1: The establishment of a city-wide system of smaller, neighborhood parks and tot-lots should be stressed rather than the development of large parks.
- POLICY 4.2: The City should evaluate the possibility of leasing certain recreational facilities to non-profit organizations or private concessionaires to reduce the City's maintenance cost.
- POLICY 4.3: The possibility of a "shared-use acquisition" of future elementary school sites within the Los Angeles Unified School District will be examined.
- POLICY 4.4: Promote the acquisition of additional park land in the Westside, Firestone, and Southgate Gardens Planning Areas, a portion of the City identified as being deficient in park space.

STATUTORY LINKS AMONG THE ELEMENTS



Noise

1.0 INTRODUCTION

1.1 State Requirements

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use to achieve and maintain land uses compatible with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that South Gate residents will be protected from excessive noise intrusion.

The Noise Element follows the recently revised State guidelines in the State Government code Section 65302.1(f) and Section 46050.1 of the Health and Safety Code. Government Code, Section 65302.1(f) states that a noise element should be prepared according to guidelines established by the Office of Noise Control in the State Department of Health Services. The Government Code further requires that the noise element contain an analysis and quantification, "to the extent practicable", of existing and projected noise levels for the following:

- (1) Highways and freeways;
- (2) Primary arterials and major local streets;
- (3) Passenger and freight on-line railroad operations and ground rapid transit systems;
- (4) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- (5) Local industrial plants, including, but not limited to railroad classification yards; and
- (6) Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

In addition, the Government Code, as amended January 1, 1985, provides some specific direction in the preparation of noise elements. Section 65302.1(f) states:

"Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the State's noise insulation standards."

The South Gate General Plan Noise Element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information will become a guideline for the development of land use policies to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

The technical analysis conducted in conjunction with the preparation of the Noise Element is included in the Appendix.

1.2 Issues and Opportunities

The predominate noise sources in South Gate, as in most other communities, include traffic-related noise which includes motor vehicles. The Long Beach Freeway and a number of arterials expose the City to significant noise levels, particularly in those areas directly adjacent to these sources. There are no airports located within South Gate that significantly contribute to the noise environment, though the Los Angeles International Airport, located to the north, may result in some single event disturbance from occasional overflights. To a lesser degree, the City is also exposed to noise emanating from helicopter operations. The noise environment in South Gate is typical of what would be expected of a community located within a major urban area such as the Los Angeles Basin.

Other sources of noise within the City are from non-transportation sources including industrial and commercial activities, sport activities within public parks, construction activities and human activities on the playgrounds and other public areas. There are a number of major industrial plants within the City. At some of these locations, there are conflicts with adjacent residential land uses. Some private entertainment establishments impact local residential land uses when patrons are arriving or exiting the facilities. Additionally, sports activities (baseball leagues, soccer leagues, and tennis) at the public parks can occasionally generate sufficient noise levels to impact adjacent residences.

Noise affects all types of land use and activities, although some are more sensitive to high noise levels than others. Land uses in South Gate identified as noise sensitive include residences of all types, hospitals, rest homes, convalescent hospitals, places of worship and schools.

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used units for measuring the level of sound is the decibel (dB), Equivalent Noise Level (Leq), and the Community Noise Equivalent Level (CNEL). The predominant sound level criteria in use in California at the present time utilizes the Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL).

The Leq is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction which corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 one hour Leq measurements. The

average noise levels for the late evening and early morning hours (the period between 10:00 PM and 7:00 AM are weighted 10 decibels. A decibel is a unit used for measuring the intensity of sound. Zero on the decibel scale represents the lowest limit of sound which can be heard by humans on up to those noise levels that can cause physiological damage to the inner ear (the ear drum may rupture at 140 dB).

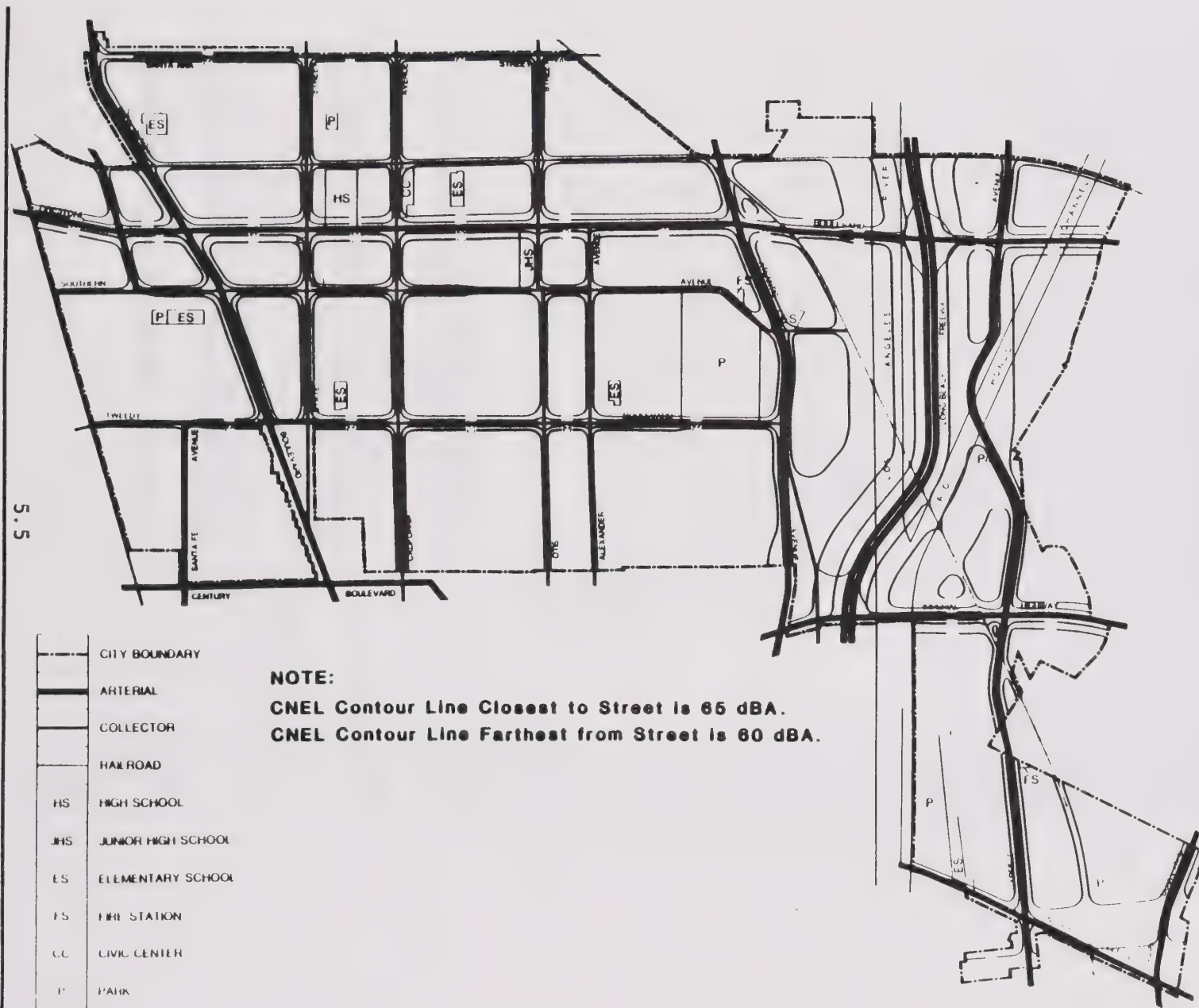


Figure 5-1
 Noise Contour
 Map

Table 5-1
Land Use Noise Compatibility Matrix

LAND USE CATEGORIES		DAY NIGHT NOISE LEVEL LDN						
CATEGORIES	USES	≤55	60	65	70	75	80	≥85
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank Restaurant, Movie Theatre	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheatre, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Childrens Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

INTERPRETATION

ZONE A CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B NORMALLY COMPATIBLE

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

Table 5-2
Interior and Exterior Noise Standards

LAND USE CATEGORIES		ENERGY AVERAGE LDN	
CATEGORIES	USES	INTERIOR ¹	EXTERIOR ²
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 ³	65
	Mobile Home	—	65 ⁴
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65 ⁵
	Commercial Retail, Bank, Restaurant	55	—
	Office Building, Research and Development, Professional Offices, City Office Building	50	—
	Amphitheatre, Concert Hall, Auditorium, Meeting Hall	45	—
	Gymnasium (Multipurpose)	50	—
	Sports Club	55	—
	Manufacturing, Warehousing, Wholesale, Utilities	65	—
	Movie Theatres	45	—
INSTITUTIONAL	Hospital, Schools' classroom	45	65
	Church, Library	45	—
OPEN SPACE	Parks	—	65

INTERPRETATION

- Indoor environment excluding: Bathrooms, toilets, closets, corridors.
- Outdoor environment limited to: Private yard of single family
Multi-family private patio or balcony which is served by a means of exit from inside.
Mobile home Park
Hospital patio
Park's picnic area
School's playground
Hotel and motel recreation area
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
- Except those areas affected by aircraft noise.



2.0 PROPOSALS

2.1 Characteristics of Noise in South Gate

The major sources of noise in South Gate include: the Long Beach Freeway, arterial roadways, aircraft overflights, and industrial and commercial centers. To completely assess the noise environment in the City, noise sensitive receptors must also be identified. As mandated by the State, noise sensitive receptors include, but are not limited to, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction.

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey is threefold. The first is to determine the existing noise levels at noise sensitive land uses. The second function is to provide empirical data for the correlation and calibration of the computer modeled noise environment. A third important aspect of the survey is to obtain an accurate description of the ambient noise levels in various communities throughout the City.

Noise contours for all of the major noise sources in South Gate were developed based upon future traffic conditions. These contours were determined from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL). Future conditions are presented for the 20 year time period or 2005.

Sources of Noise: The most common sources of noise in urban areas are transportation related noise sources. These include automobiles, trucks, motorcycles, railroads, and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events which often create a sustained noise level and its proximity to areas sensitive to noise exposure. Railroad and aircraft operations, though infrequent, may generate high noise levels that can be disruptive to human activity. The City of South Gate is bisected on the east by the Long Beach Freeway. The future Century Freeway will also pass through the City at the south end in an east-west direction. There are also a number of arterial roadways. The major arterials in the City include: Firestone Boulevard, Imperial Highway and Century Boulevard in the east-west direction, and Long Beach Boulevard, Atlantic Avenue and Garfield Avenue in the north-south direction. Additional roadways

that carry significant traffic levels and have residential land use directly adjacent to the roadway include Tweedy Boulevard, Southern Avenue, State Street, California Street and Otis Street. There are no airports within the City, however, the primary approach pattern to Los Angeles International Airport is directly overhead.

Stationary noise sources include a large number of industrial and commercial centers. At many of these locations are residential land uses that are located adjacent to the industry without sufficient buffer for noise protection. The types of noise disturbances from these activities can range from short duration loud events such as impact noise to continuous noise such as from refrigeration units.

Noise Sensitive Receptors: The City of South Gate has a number of public and private educational facilities and other facilities that are considered noise sensitive. There are no hospitals located within the City. The distribution of these facilities varies from quiet residential areas to major transportation corridors.

Community Noise Measurement Survey: The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The noise measurement survey will be conducted at locations which reflect the noise levels of these facilities. Each site was monitored for a minimum of 15 minutes with longer measurements at locations near noise sources where the events are sporadic. The results of the survey and the methodology used in the measurements are summarized in Section VIII of the Background Report.

Community Noise Contours: The noise contours for the City of South Gate are presented in Figure N-1 for year 2005 conditions. The contours are based on the future conditions of traffic volumes and other sources of noise in the community. The methodology used for computing the noise contours is presented in the Technical Appendix to the Background Report.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the map are the 60 and 65 dB CNEL noise level. The noise contours presented should be used as a guide for land use planning. The 60 dB CNEL contour defines the Noise Referral Zone. This is the noise level for which noise considerations should be included when making land use policy decisions. The 65 dB CNEL contour describes the area for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabularized format in the Background Report. Topography and intervening buildings or barriers have a very complex effect on the propagation of noise. This topographic affect is not included in these contours to present a worst case projection.

Summary of Noise Exposure: The sources of noise in South Gate fall into four basic categories. These are: freeways, major and minor arterial roadways, railroad line, airport and heliport, and stationary sources. Each of these sources and their impacts on the noise environment of South Gate are summarized in the following paragraphs.

Freeways: The Long Beach Freeway bisects South Gate in the north-south direction at the west end of the City. The Los Angeles River Channel parallels the freeway and provides a buffer for developments located along the freeway. Most of the development near the freeway is commercial or industrial. There are some residential developments located adjacent to the freeway that are exposed to noise levels greater than 65 LDN. This includes the multi-family residential development south of Southern Avenue. CalTrans does not have any plans to provide for mitigation of the freeway noise in this area. The freeway also affects the noise environment for the single-family homes along Blumont Road, however, these levels are less than 65 LDN.

The future Century Freeway is planned to pass through the southern tip of the City. There are existing residential land uses that will be removed as part of the project and residential land use that will be adjacent to the freeway once it is completed. As part of the project, CalTrans will construct sound walls along the freeway to mitigate the noise levels to less than the Federal and local noise standards.

Major and Minor Arterial Roadways: Traffic noise on surface streets is a significant source of noise within the community. The major arterials in the City include: Firestone Boulevard, Imperial Highway and Century Boulevard in the east-west direction, and Long Beach Boulevard, Atlantic Avenue and Garfield Avenue in the north-south direction. Additional roadways that carry significant traffic levels and have residential land use directly adjacent to the roadway include Tweedy Boulevard, Southern Avenue, State Street, California Street and Otis Street.

Noise levels along roadways are affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic and gradient of the roadway.

In general, most of the land uses along these roadways is commercial and industrial. However, there are still a number of non-conforming residential homes that are located along many of these roadways. Many of these homes are exposed to noise levels greater than 65 dB LDN.

Airports and Heliports: There are no airports or heliports located in South Gate. Los Angeles International Airport is located west of the City which causes some single event disturbance. As with most municipalities located in an urban area, the community is subject to occasional noise intrusion from high flying inroute aircraft. However, South Gate is directly under the primary approach pattern for the airport so these events occur on an average of every 2 to 3 minutes. While the peak noise levels from these events are high, the frequency of occurrence increases the potential for disturbance. The aircraft noise levels from these events are estimated to be less than 55 dBA.

Railroads: There are three railroad lines that pass through South Gate. The lines, two operated by Southern Pacific and one by Union Pacific, are used for switching and loading operations to the major industrial centers. Each of these lines have an average of 1 train per day. There have been proposals to use the west Southern Pacific Line for future more regular use.

Stationary Sources: The City has a large number of sources of industrial noise. Most of the industrial centers are located in the west and northeast sections of the City. At many of these locations are residential land use that are located adjacent to the industry without sufficient buffer for noise protection. Major facilities within the City that can generate significant noise levels include Ameron, Pacific Alloy, Rockview Dairy and Adohr Farms. Additional future use of the General Motors Facility and the Firestone Plant may also generate potential future noise impacts. The primary noise associated with these facilities includes heavy machinery, air compressors, generators, outdoor loudspeakers and gas venting. Additional

sources of noise are attributed to automobile and truck traffic both on and off the facilities. The types of noise disturbance from these activities can range from short duration loud events such as impact noise to continuous noise such as from refrigeration units.

2.2 Summary of Goals and Policies

The implementation of the goals and policies of the Noise Element will result in the reduction of noise levels from both transportation related sources and stationary sources.

Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts. The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and receiver is penetrated by the barrier. The greater the penetration, the greater the noise reduction.

Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Table N-1 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases for the development of specific Noise Standards. These Standards, found in Table N-2, presents the City policies related to land use and acceptable noise levels. Both tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The most effective method to control community noise impacts from non-transportation noise sources is through application of the Community Noise Ordinance. The City should consider amending and adopting a new comprehensive community noise ordinance to help insure that City residents are not exposed to excessive noise levels from non-transportation noise sources. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources with the noise levels encouraged by the ordinance typical of a quiet residential area.

3.0 GOALS AND POLICIES: NOISE ELEMENT

GOAL 1

PROVIDE FOR MEASURES TO REDUCE NOISE IMPACTS FROM TRANSPORTATION NOISE SOURCES.

- POLICY 1.1: Construct barriers to mitigate sound emissions where necessary or where feasible.
- POLICY 1.2: To ensure the inclusion of noise mitigation measures in the design of new roadway projects in South Gate.
- POLICY 1.3: Reduce transportation noise through proper design and coordination of routing; e.g., coordinate this policy with circulation policy of establishing a truck route.
- POLICY 1.4: Ensure the effective enforcement of City, State and Federal noise levels by all appropriate City divisions.
- POLICY 1.5: Mitigate potential impacts for future helicopter operations.

GOAL 2

INCORPORATE NOISE CONSIDERATIONS INTO LAND USE PLANNING DECISIONS.

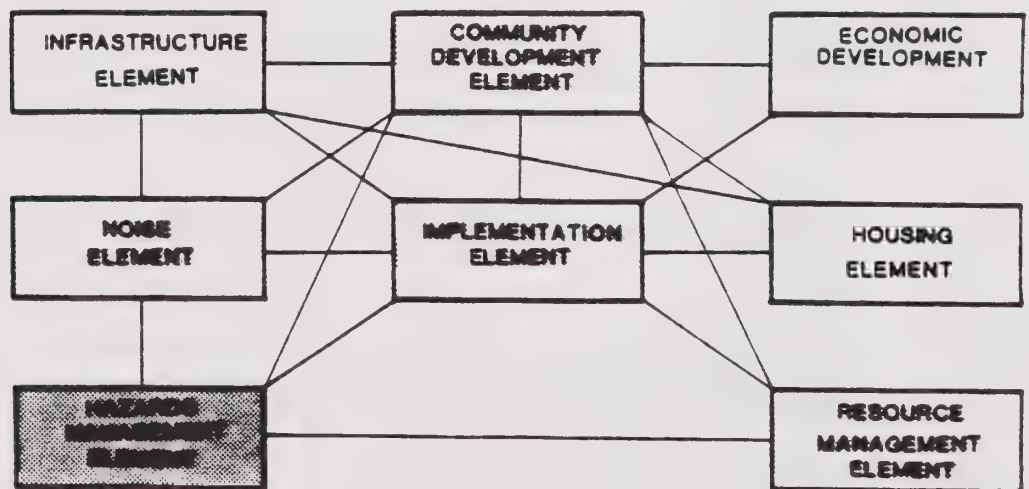
- POLICY 2.1: Establish acceptable limits of noise for various land uses throughout the community.
- POLICY 2.2: Ensure acceptable noise levels near schools, convalescent homes, and other noise sensitive areas.
- POLICY 2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or Federal law.
- POLICY 2.4: Encourage acoustical design in new construction.

GOAL 3

DEVELOP MEASURES TO CONTROL NON-TRANSPORTATION NOISE IMPACTS.

- POLICY 3.1: Continue to enforce the Community Noise Ordinance to mitigate noise conflicts.
- POLICY 3.2: Resolve existing and potential conflicts between various noise sources and other human activities.
- POLICY 3.3: Evaluate noise generated by construction activities.
- POLICY 3.4: Establish and maintain coordination among the City agencies involved in noise abatement.

STATUTORY LINKS AMONG THE ELEMENTS



Hazards Management

HAZARDS MANAGEMENT ELEMENT

1.0 INTRODUCTION

1.1 State Requirements

The Hazards Management Element is concerned with both the natural and man-made hazards affecting the City. The Element specifically examines the potential risk to the residents of South Gate and the local environment associated with the identified hazards. The Environmental Hazards Management Element is also concerned with identifying means of reducing the risks, property damage, injuries, or loss of life in the event of a natural or man-made disaster.

The State of California General Plan Law and Guidelines was recently amended and some of those changes concern specific issues related to public safety. Prior to changes made in 1985, State Law required every general plan to have a Safety Element and a Seismic Safety Element or the required components of the two configured into an existing or optional element. The recent changes have eliminated the requirement for a separate Seismic Safety Element, though the contents previously required must now be incorporated into an expanded Safety Element.

State Law, as amended, requires that every safety element should include the following components:

- ° The identification, mapping, and appraisal of seismic hazards which should be of concern including areas subject to liquefaction, ground-shaking, surface rupture, or seismic sea waves (Section 65302(f));
- ° An appraisal of mudslides, landslides, and slope stability which might occur as a result of a seismic disturbance (Section 65302(f)); and
- ° The identification of the potential for fires and other natural and man-made disasters and measures designed to reduce the loss of life, injury, and damage to property (Section 65302(i)).

The Hazards Management Element meets the requirements of State Law concerning as it relates to the safety element.

1.2 Issues and Opportunities

The natural and man-made hazards which may impact the residents of South Gate are identified in Table HM-1: Environmental Risk Assessment Framework. The table identifies the level of risk for each hazard and the geographical implications in the event of the actual occurrence of that particular event or episode.

Each potential hazard to the public safety and welfare has been assessed according to these levels of risk.

1. Low Risk - The level of risk below which no specific action is deemed necessary;
2. Medium Risk - The level of risk above which specific action is required to protect life and property; and
3. High Risk - Risk levels are significant and occurrence of a particular emergency is highly probable or inevitable.

The "scope of risk" refers to the geographic area that could be potentially affected with the occurrence of one of the hazards. The scope of risk also includes three levels:

1. Local--The affected geographic area that would be directly affected would be localized or site specific;
2. Citywide--The affected area would include a significant portion or all of the City; and
3. Regional--The affected area would include the entire City of South Gate and the surrounding region.

Policies identified in the General Plan identify the appropriate action necessary to protect life and property from those hazards with medium or high levels of potential risk.

Those hazards of greatest concern to the residents of the City of South Gate are evident from the examination of the "level of risk" column in Table 6-1. General Plan goals and policies cannot prevent the occurrence of an earthquake though they can reduce the negative impacts associated with such an event. In terms of the other potential hazards, general plan goals and policies can reduce the probability of their occurrence.

Table 6-1
Environmental Risk
Assessment Framework

ENVIRONMENTAL HAZARD	LEVEL OF RISK			SCOPE OF RISK		
	LOW	MEDIUM	HIGH	LOCAL	CITY	REGION
Earthquake						
Surface rupture	■					■
Liquefaction			■			■
Ground-shaking			■		■	■
Slope failure	■			■		
Tsunami	■					
Dam failure	■					■
Landslide	■					■
Flooding						
Local ponding		■		■		
50 year flood	■			■		
100 year flood	■			■		
Fire						
Industrial		■		■		
Chemical			■	■		■
Gas main		■			■	
Subsurface	■			■		
High-rise	■			■		
Wildland	■					■
Chemical Contamination						
Road spill		■		■		
Airborne		■			■	
Subsurface		■		■		
Radiological	■					■
Severe Airborne Pollution Episode	■					■
Major Accident						
Industrial		■		■		■
Major road		■		■		■
Aircraft	■			■		
Railway	■					■
Water Shortage	■				■	

There are two types of hazardous conditions; those resulting from the actions of man and those resulting from natural disaster. The hazards that are of concern to the residents of South Gate include the following:

Geologic: The occurrence of a major earthquake in the Southern California region could result in a substantial loss of life, injury and property damage. Ground shaking and, to a lesser extent, liquefaction, would be responsible for the majority of the damage within the City of South Gate and

Fire: The most visible and frequently occurring type of public safety hazard concerns fire with the greatest potential hazard being primarily large structural and chemical fires.

Other potential hazards include chemical contamination due to an industrial accident or malfunction or a road spill resulting from the involvement of a vehicle transporting hazardous materials in a traffic accident.

The Council on Intergovernmental Relations (CIR) Guidelines separates risk into three categories:

Acceptable Risk: This "level of risk" is below which no specific action on the part of the government is deemed necessary or appropriate;

Unacceptable Risk: The "level of risk" above which specific action by the government is deemed necessary to protect lives and property; and

Avoidable Risk: Risk is not necessary because individual or public goals may be achieved at the same or less than the total cost by other means.

Policies developed within this context identify the necessary response on the part of the government to protect life and property from those hazards with unacceptable levels of risk. Specific proposals have not been indicated for those risks identified as "acceptable" and "avoidable" though these hazards are considered in long-range public safety planning.

2.0 PROPOSALS

2.1 Summary of Goals and Policies

The Hazards Management Element emphasizes the importance of emergency preparedness in the reduction of the loss of life, injury, and property damage to the City. There is a high degree of certainty that an earthquake of significant magnitude will occur and impact the City during the "planning period" of the South Gate General Plan. An earthquake, related to faulting along the San Andreas Fault System, has been assigned a probability of occurring sometime in the next 30 years. This earthquake is expected to have a Richter magnitude in excess of 8.0. According to an analysis conducted by geologists, an earthquake of this magnitude would result in the greatest natural disaster in the history of the United States. Depending on the time of day, the earthquake would cause between 3,000 and 13,000 fatalities in the Southern California region. These are conservative estimates with others ranging between 20,000 and 50,000 fatalities.

The proposals articulated in the policies of this element range from the maintenance of an up-to-date regional emergency response system, educating the public about the importance of emergency preparedness, ensuring that emergency equipment and supplies are maintained to adequately meet the needs in a emergency situation.

This element emphasizes the importance of maintaining a comprehensive emergency preparedness plan which will aid decision making in the event of a major emergency or crisis. The plan will be a guide to the various public officials, public agencies, private organizations, and citizens during a time of crisis and the information contained in the document will include the identification of emergency shelters, emergency supply distribution centers, emergency evacuation routes, and other resources that would be necessary in emergency and rescue operations.

An emergency plan previously prepared for the City in 1985 could serve as a basic document though certain revisions should be made to reflect the above concerns. The General Plan recommends that the City distribute copies of appropriate sections of the emergency plan showing evacuation routes, shelters and instructions in what to do in the event of an emergency to all of the households in the City. The plan could be printed on a single page of newsprint (one side in English and the other in Spanish) to reduce the costs of printing and distribution.

Figure 6-1 identifies the designated evacuation routes in the event of an emergency that requires residents to evacuate portions or all of the City. The map also identifies those facilities that would serve as shelters and aid stations in the event of an emergency.

Toxic chemicals and their by-products are the price for the affluence that Southern Californians must pay. South Gate residents, due to their proximity to the regional transportation network and the large number of industrial activities located in the City, are at risk from accidents related to the use and transport of such chemicals. Policies included in the Hazards Management Element require that all producers, users, and transporters of hazardous materials be identified and that specific routes and the vehicles used in the transport of such chemicals be identified.

The policies contained in the Hazards Management Element contain a wide range of proposals designed to protect the residents of the City of South Gate from a wide range of potential hazards. The City, is directed by the General Plan, to continue to support the efforts of the Los Angeles County Fire Department towards fire prevention.

The goals and policies of the General Plan support ongoing crime prevention efforts by both the City of South Gate Police Department and the community at large. The Plan provides for a continuation of efforts of the Police Department, through its Neighborhood Watch programs which are specifically designed to reduce vandalism and burglary.

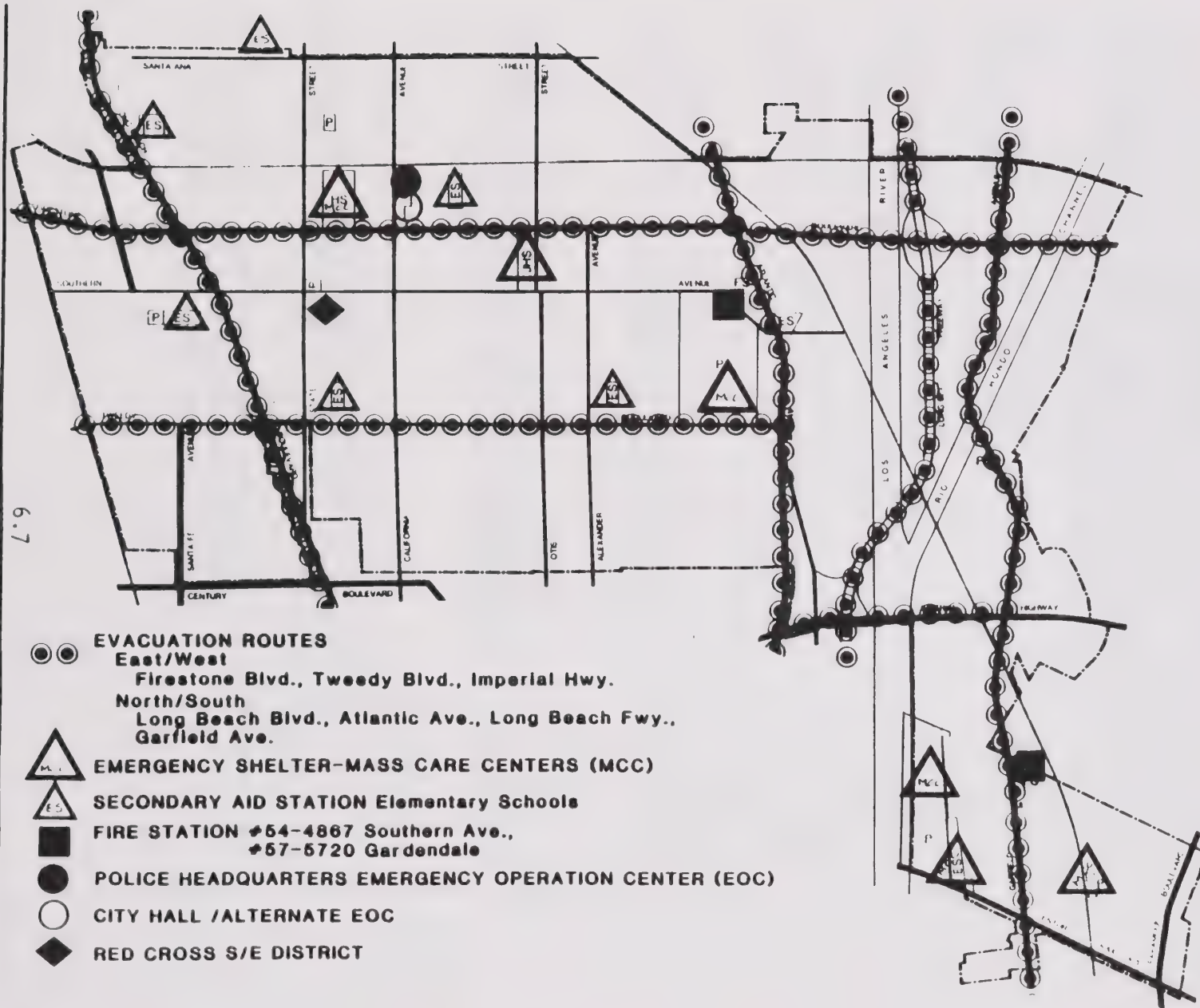
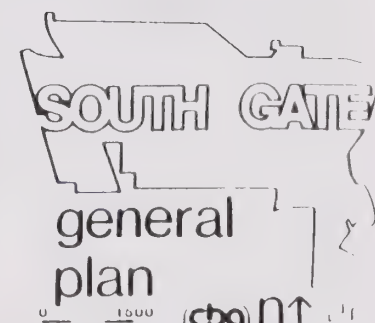


Figure 6-1
Emergency
Preparedness
Plan



3.0 GOALS AND POLICIES: HAZARDS MANAGEMENT ELEMENT

GOAL 1

MINIMIZE THE HAZARDS TO PUBLIC HEALTH, SAFETY, AND WELFARE AND PREVENT LOSS OF LIFE, BODILY INJURY, AND PROPERTY DAMAGE RESULTING FROM NATURAL AND MAN-MADE PHENOMENA.

POLICY 1.1: To cooperate with and support in every way possible the Federal, State and County agencies responsible for the enforcement of Federal health, safety, and environmental laws.

POLICY 1.2: Continue to support the efforts of public safety officials to educate the public in preparing for a major and destructive earthquake.

POLICY 1.3: To upgrade the existing emergency preparedness plan which will coordinate the rescue and reconstruction efforts carried out by the various City agencies.

POLICY 1.4: Distribute appropriate sections of the Emergency Preparedness Plan to households and businesses in the community.

POLICY 1.5: Special consideration in the design and construction of buildings in those portions of the City subject to intense ground motion and liquefaction in the event of a major earthquake.

POLICY 1.6: Identify and monitor those buildings that are constructed of unreinforced masonry and require that any improvements to these structures include bringing them up to the current building codes.

GOAL 2

SUPPORT THE EFFORTS OF THE LOS ANGELES COUNTY FIRE DEPARTMENT IN THE PREVENTION AND SUPPRESSION OF FIRES.

POLICY 2.1: Insure that the public and private water distribution and supply facilities have adequate capacity to meet both the water supply needs of the community and the required fireflows.

- POLICY 2.2: All street signs be clearly marked and visible to emergency personnel.
- POLICY 2.3: The Fire Department will be included in the environmental review process of any large development to insure that fire prevention and suppression features have been considered in the overall design.
- POLICY 2.4: Those structures identified as being deficient in fire protection or suppression devices will be required to make the recommended improvements in a time frame established by the Fire Department.
- POLICY 2.5: The Fire Department must be provided those facilities that are deemed necessary to enable it to provide the services at levels desirable to both the City and the County.

GOAL 3

ENSURE THE SAFETY OF ALL CITY RESIDENTS AND WORKERS FROM HAZARDOUS WASTES AND THE HAZARDS ASSOCIATED WITH THE TRANSPORT OF SUCH WASTES.

- POLICY 3.1: Initiate the identification of all producers, users, and transporters of hazardous materials and wastes and the establishment of a system to monitor the handling, transport, and disposal of such wastes.
- POLICY 3.2: Initiate the identification of hazardous materials transport routes as well as those vehicles transporting hazardous materials.

GOAL 4

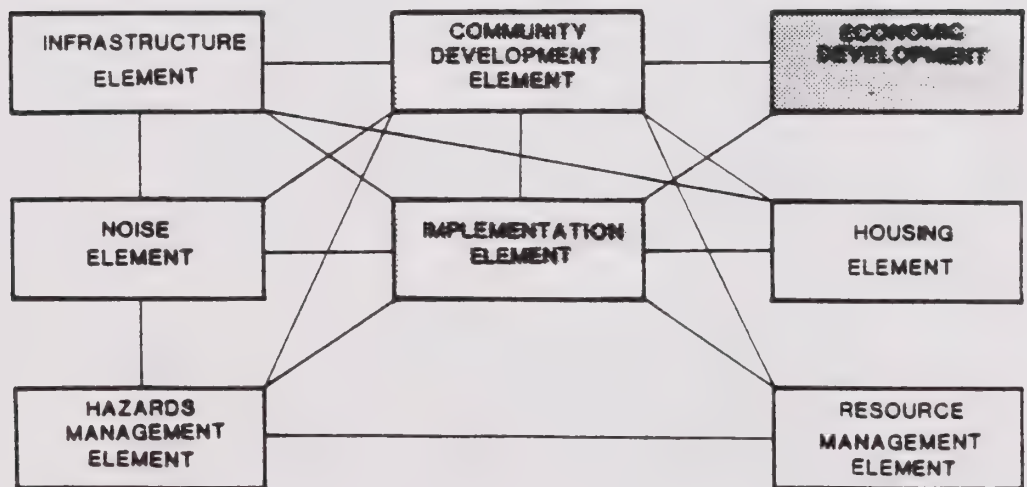
SUPPORT THE EFFORTS OF THE SOUTH GATE POLICE DEPARTMENT IN LAW ENFORCEMENT AND CRIME PREVENTION.

- POLICY 4.1: Continue to support the development of public education programs related to crime prevention.
- POLICY 4.2: Inform all residents and businesses operating in the City that legible signs and street address numbers are important factors in reducing the response time of emergency personnel.

POLICY 4.3: Continue to support the Police Department's efforts at combating crime through its Neighborhood Watch Program.

POLICY 4.4: Support the Police Department's efforts in reducing the risk of gang violence and its enforcement of laws related to graffiti.

STATUTORY LINKS AMONG THE ELEMENTS



Economic Development

1.0 INTRODUCTION

1.1 State Requirements

The Economic Development Element is not a mandatory element as are the previous elements and their components. Section 65303 of the Government Code states that cities and counties may incorporate optional elements to complement those elements required under State Law. The number and type of additional issues that may be addressed in these optional elements are left to the discretion of the city or county preparing and adopting the optional element or elements.

The Government Code does state that once an optional element has been adopted, the optional element has the same force and authority as the mandatory elements. These optional elements can significantly expand the authority of the local government over a particular issue area that is unique to that particular jurisdiction and not adequately covered in the required elements. The other State requirements that pertain to the mandatory elements, such as internal consistency, apply also to optional elements as well.

The Economic Development Element is specifically concerned with the identification of a development strategy to address development potentials which will broaden and stabilize the City's economic base. The goals and policies contained in this element have been formulated for the City so that it may utilize existing programs whenever possible.

1.2 Issues and Opportunities

The Economic Development Element of the General Plan addresses issues which are common to other elements of the general plan, including community development and land use. The Economic Development Element is especially concerned with commercial and industrial development. Particular issues addressed include the following:

- ° Recent loss of both large and small employers, including General Motors and Firestone, and the need to discourage such move-outs in the future.
- ° The need to provide additional employment opportunities for both existing and future South Gate residents.
- ° The need to maintain the financial health of the City in the face of impacts of Proposition 13 and other major changes in municipal financing throughout the state.
- ° The continuing implementation of plans to correct several areas of blight found within the City.
- ° The need to continue with programs which will assist in preventing additional blight in the City.
- ° The need for the revitalization of unattractive, deteriorating areas, including Tweedy Boulevard, Hollydale, Santa Ana/Seville, and other designated redevelopment areas within the City, and also the newly established mixed-use corridors within the City.

The City of South Gate is fortunate in that it has a number of significant opportunities for commercial and industrial development which can go far towards addressing the foregoing issues. These opportunities are as follows:

- ° Extensive General Market Potentials. Underlying economic research utilized in this general plan has identified strong market forces at work in South Gate. Under the assumption of appropriate site availability, this research indicates the following annual development targets: (1) industrial, 200,000 to 300,000 square feet of building space per year; (2) commercial, 100,000 to 150,000 square feet per year; and (3) residential, 100 units to 150 units per year. While these figures will vary year-to-year in accordance with specific

site availability in South Gate and general economic conditions, they reflect appropriate long-term demands which South Gate can be reasonably expected to capture.

- ° Existing Redevelopment Capability. The City has an established redevelopment agency with more than ten years experience. Excellent progress has been made in creating new development in the City, including activities in Santa Ana/Seville, Tweedy Boulevard, Hollydale, Schulz Steel, and others. The City has an in-place organization actively operating. This organization is a distinct advantage to the City (refer to Background Report, Section VII).
- ° 13 Key Sites. Underlying research has identified thirteen key sites in the City which can be the location of significant new development (see Figure 7-1). These sites, which include the General Motors and Firestone plants, contain approximately 275 acres of land area. Preliminary estimates indicate that these sites can accommodate 4 million to 6 million square feet of new building space. Such development would add \$300 million to \$500 million of new development value to the City, which in turn would create significant property tax increments. This development could increase the City's taxable retail sales base by \$200 million to \$250 million annually, which would in turn add \$2 million to \$2.5 million to the City treasury annually. This development would also add 6,000 to 9,000 new jobs to the City's economic base, a significant portion of which could be filled by local residents. (see Background Report, Section VII).
- ° Mixed-Use Area. The general plan identifies key areas along selected commercial arterials for mixed-use treatment - a combination of new commercial development and multi-family residential development. In addition, substantial portions of the Westside and South Gate Triangle Planning areas have been designated as mixed-use: commercial/industrial.
- ° Existing Tax Increments. The City's redevelopment agency presently obtains property tax increments of about \$2.8 million annually. This is available for ongoing expenditure or long-term bonding.

South Gate is much more fortunate than many of its sister communities in having this array of opportunities providing the basis for significant improvements to the City.

2.0 PROPOSALS

2.1 Summary of Goals and Policies

The economic element sets forth eight proposals whereby the City addresses principal economic development issues and utilizes available opportunities (resources). These proposals are as follows:

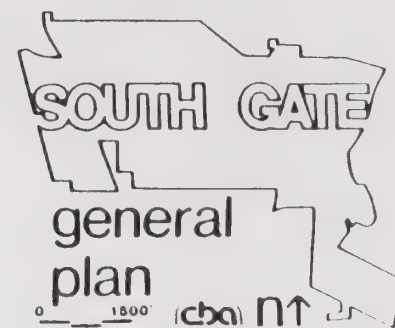
- ° Actively Pursue Existing Redevelopment Projects. Significant activity has already been accomplished by the City, including Santa Ana/Seville, Schulz Steel, Tweedy Boulevard, and Hollydale. Significant additional development can be made to occur here. A principal action required is for the City to continue site assembly and developer/tenant solicitation.
- ° Continue GM/Firestone Efforts. The City is currently actively engaged in pursuing a major development program for the General Motors (GM) site which is to be developed as an industrial-business park, and has secured significant action on the Firestone site.
- ° Create New Improvement Projects. The City has already started efforts in securing additional new development both in redevelopment locations and outside redevelopment locations. These existing efforts include a proposed South Gate Auto Center, and South Gate Center. Other areas to be considered include the large Ameron Pipe site, the Drive-In Theater, Armstrong Cork, and the 40-acre mixed-use corridors.
- ° Create An Expanded Redevelopment Project. New development of four of the 13 identified major sites will be facilitated by expanding the City's redevelopment project to include the industrial area bounded by Firestone Boulevard on the south, Atlantic Boulevard on the east, Otis Avenue on the west, and the city limits on the north. Also, expansion of redevelopment to cover portions of Firestone Boulevard to facilitate upgrading of the commercial strip. The main facilitation of development will occur through assistance in site assembly.
- ° Encourage Manufacturing/R&D. The City should encourage more labor intensive and higher valued industrial development, principally light manufacturing and R&D facilities. These are preferable to lower-intensity distribution facilities from the standpoint of creating greater job opportunities and also greater development values.

- Seek Voluntary Property Assembly. Where possible, it is desirable that new development sites be assembled through the voluntary negotiation process, which has been the City's principal approach in the past. Eminent domain should be utilized only as a means of last resort.
- Continue and Expand the City's Economic Marketing Program. The City has been extremely active in seeking new development, principally site oriented. This action should continue to be pursued. Best results will continue to be on a site specific approach as opposed to generalized media advertisements. Also, one-on-one contact by responsible City officials continues to be generally the most effective means to solicit new development. Other key elements of a unified marketing program include clear-cut assignment of responsibility within the City Staff and maintenance of an up-to-date commercial/industrial property availability listing throughout the City.
- Continue to Leverage Tax Increments. Current tax increments can provide the basis for short-term or long-term borrowing. On a long-term basis, the City and its redevelopment agency can borrow as much as seven to nine times the amount of annual tax increment (both property and sales tax). The City has employed its current tax increment to a partial extent to bond a maximum of \$18 million. Additional tax increments to result from development of the 13 major sites identified could provide additional bonding capacity in excess of \$40 million. Such bonding should be employed as part of a unified City-wide improvement program, involving redevelopment, the City's Capital Improvement Program, and continued seeking of federal and state grants.

These proposals involve a very complex series in interrelated actions which will require many years for ultimate completion. It is not the purpose of the general plan to identify these program actions in detail, but rather to point to the key directions towards which detailed programming and action should be aimed.



Figure 7-1
Economic
Development
Opportunity Areas



3.0 GOALS AND POLICIES: ECONOMIC DEVELOPMENT ELEMENT

GOAL 1

INCREASE INDUSTRIAL DEVELOPMENT IN THE CITY OF SOUTH GATE.

- POLICY 1.1: Continue to create additional industrial facilities within existing redevelopment projects with emphasis on the re-establishment of the General Motors site as a major industrial force in the community. Seek new industrial development in other sites including the drive-in theatre and Armstrong-Cork properties.
- POLICY 1.2: Expand the City's redevelopment project areas to encompass the potential development sites south of Firestone Boulevard between Otis Avenue and Atlantic Avenue while retaining commercial land uses along the key arterials.
- POLICY 1.3: Encourage other industrial developments outside of existing or prospective redevelopment project areas, particularly the Firestone plant site and the surrounding area.
- POLICY 1.4: Provide financial assistance to the private community where needed to assist in the industrial development process.

GOAL 2

INCREASE NEW COMMERCIAL DEVELOPMENT IN THE CITY OF SOUTH GATE.

- POLICY 2.1: Continue existing commercial redevelopment projects (Santa Ana/Seville, Tweedy Boulevard, Hollydale).
- POLICY 2.2: Create a major tax producing retail complex in the vicinity of Firestone Boulevard east of the Long Beach Freeway. Key new elements will be the South Gate Center and a major auto center.
- POLICY 2.3: Expand the City's redevelopment project areas to encompass arterial frontage located at the northwest quadrant of Firestone Boulevard and Atlantic Avenue in conjunction with industrial redevelopment area expansion (Policy 1.2).

- POLICY 2.4: Facilitate the upgrading of the commercial strip adjacent to Firestone Boulevard through a variety of merchandisers including the possibility of the creation of a new redevelopment project area.
- POLICY 2.5: Facilitate development of the mixed-use corridors, including establishment of an expanded redevelopment project to encompass these areas.
- POLICY 2.6: Provide financial assistance to the private development community where needed to assist the commercial development process.

GOAL 3

CREATE IMPROVEMENT PROJECTS WHICH ARE FINANCIALLY SELF-SUFFICIENT.

- POLICY 3.1: Negotiate fair but economic purchase prices for site assembly.
- POLICY 3.2: Use City eminent domain as a last resort only, to acquire "holdout" situations.

GOAL 4

PROVIDE ADDITIONAL JOB OPPORTUNITIES TO SOUTH GATE RESIDENTS.

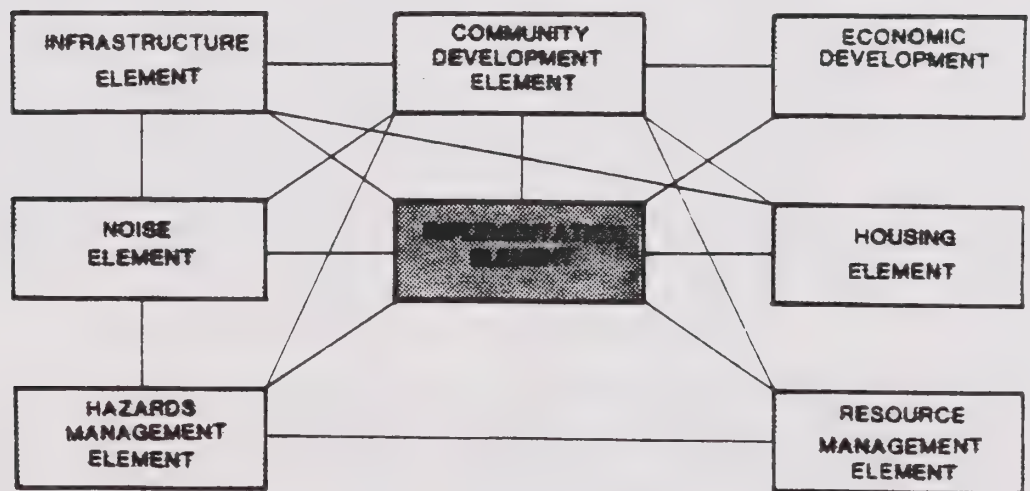
- POLICY 4.1: Encourage manufacturing and R&D industrial development and commercial development.

GOAL 5

OBTAIN CHANGE THROUGH POSITIVE ACTION AS OPPOSED TO RESTRICTIVE ACTION.

- POLICY 5.1: Influence the type and quality of development by playing a major role in site assembly, attracting developers and major tenants, and providing necessary financing assistance.
- POLICY 5.2: Discourage additional distribution/warehousing development in the City through solicitation of firms that are generally labor intensive.

STATUTORY LINKS AMONG THE ELEMENTS



Implementation

1.0 INTRODUCTION

1.1 Statement of Intent

The General Plan Implementation Element provides a guide to the community, City staff and City officials in day-to-day decision making by suggesting ways to implement adopted policy. The purpose of the Implementation Element is to ensure that the overall direction for City growth and development, redevelopment and preservation provided in the General Plan is translated from general terms to specific actions. The Implementation Element is a series of recommendations that should not be considered City commitments to action on their own. Each implementation item will need further City Council action, either on a city-wide basis such as for zoning ordinance amendments, or on an individual proposal basis such as the approval for a conditional use permit application. The Implementation Element suggests findings that should be considered in day-to-day decision-making in order to ensure such decisions are consistent with the General Plan.

The City Council, by its inclusion of an implementation element in the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making. The goals, policies and objectives of the Plan provide a foundation for decisions. Flexibility of the Plan shall be encouraged as a means of accommodating changing demands and lifestyles and including innovative ideas and the results of changing technology for the benefit of the community. However, caution must be used to ensure the General Plan is not flexible to the point that policies become meaningless as an active and persuasive tool in guarding the community's future. Proposed amendments which deviate from the General Plan's intent shall be carefully weighed for their appropriateness and impact on the City.

1.2 Summary of Implementation Tools

Implementation measures for land use policy are organized around the tools available that bear a direct relationship to the realization of adopted land use goals. These tools are the Zoning and Subdivision Ordinances of the Municipal Code, the Capital Improvement Program, and Specific Plans for areas with unique situations.

A. Zoning Ordinance

The Zoning Ordinance is the most important tool for implementing the goals and policies contained in the General Plan. If the Draft General Plan is adopted as it is currently proposed, the Zoning Ordinance will have to be amended to reflect both the proposed system of classifying uses and the specific areas or zones in which they are allowed. To successfully implement the proposed goals and policies of the General Plan, the City should consider the following recommendations concerning the Zoning Ordinance:

Reduce the size and complexity of the Zoning Ordinance. The Zoning Ordinance is difficult to work with. Use of charts and matrices to present development standards would make the Zoning Ordinance both easier to understand and to use. The use of cross references would also reduce the length of the ordinance.

Edit the Zoning Ordinance. Special attention should be made to insure that it is internally consistent. Due to the age and size of the Zoning Ordinance, there are places where the ordinance is not internally consistent. The use zones identified in the Ordinance complicate its use.

Reorganize the code. In certain instances, the reader must refer to several sections for information on one topic. There are few cross-references to assist in the search. The information on procedures is particularly disjointed.

Employ graphic techniques. Use matrices, flow charts of procedures and illustrations wherever possible. These summarize the information in a way that it is easy for the public to understand. They make good handouts, reducing staff time spent explaining provisions to residents. Illustrations of some provisions take much less space and are clearer than a verbal explanation.

Revise the Zoning Ordinance. The Zoning Ordinance will require revision to reflect the changes in land use designation proposed in the Community Development Element. The Zoning Ordinance should be revised to insure consistency with the General Plan. Appropriate revisions should also be made to the Zoning Map. There is also a need to re-evaluate the development standards in the existing Zoning Ordinance.

With these changes, the South Gate Zoning Ordinance would be a functional and effective tool for implementing land use policy in the City.

B. The Capital Improvement Program

The Capital Improvement Program (CIP) should be reviewed in context of the General Plan to ensure plans for major expenditures are consistent with the areas designated for future growth and that improvements identified as needed in the plan are included in the CIP. A finding of consistency with the General Plan must be made for each capital improvement approved. This finding should be included in any actions to approve a budget for a specific improvement, as well as the approval of the CIP.

C. Specific Plans

State law permits the development of Specific Plans which combine the effect of General Planning and zoning for the areas they cover. Specific plans permit the development of specialized and more detailed land use designations and development standards than those which can be achieved through application of zoning standards developed for the whole City. Two general areas of South Gate appear appropriate for this type of approach because of the mix of existing uses, the small size of existing lots, the need to plan comprehensively for parking and public improvements, and the presence of residential uses close by. These areas include the proposed mixed-use districts along Firestone and Long Beach Boulevards.

D. Environmental Review Process

The California Environmental Quality Act (CEQA) serves as an important implementation tool for numerous goals and policies in the General Plan, specifically those in the Hazards Management and Resource Management Elements. In addition to CEQA which provides specific directions in conducting environmental assessment, the City maintains a supplemental environmental assessment process in addition to that required by State Law.

E. Building and Safety Codes

The Adopted Uniform Building Code for the City of South Gate and the Health and Safety Codes for the State and Los Angeles County serve to implement a variety of goals and policies. These codes are important in the enforcement of regulations and ordinances related to implementation of goals and policies primarily in the Housing and Hazards Elements.

2.0 IMPLEMENTATION RECOMMENDATIONS

2.1 Community Development Element

Implementation measures for land use policy are organized around the tools available that bear a direct relationship to the realization of adopted land use goals. These tools are the Zoning and Subdivision Ordinances of the Municipal Code, the Capital Improvement Program, and Specific Plans for areas with unique situations. Other specific implementation measures related to the individual goals are discussed below.

GOAL 1

PRESERVE THE EXISTING HOUSING STOCK IN THE CITY TO SUPPORT THE PRESERVATION OF THE EXISTING LOW DENSITY RESIDENTIAL NEIGHBORHOODS.

- A. Initiate a rezoning or any revisions to the Zoning Ordinance to insure that future development in low density residential neighborhoods is consistent with existing residential development.
- B. Development permitted in those areas designated for "Residential" uses should be restricted to residential development. This would not apply to those areas designated for mixed use.
- C. Specific standards should be applied in predominantly single-family neighborhoods for multiple-family residential development to insure compatibility with the lower density residential development. These standards might include requirements for private yard areas, enclosed parking, height, bulk, and design.
- D. Through zoning, restrict any future multiple-family development with five or more units to those areas of the City designated for Mixed Use Residential/Commercial or Upper/Medium Residential.
- E. Create a Planned Unit Development Overlay District within the Zoning Ordinance that would apply to the non-conforming multiple-family residential uses located in areas designated for lower density residential uses. This overlay zone would provide specific guidelines for redevelopment of those parcels.

- F. Through development standards in the Zoning Ordinance, require buffering between non-residential uses and residential uses to mitigate any possible negative impacts related to noise, light, or traffic.
- G. Through code enforcement, require that property owners maintain their property and any improvements.

GOAL 2

ENCOURAGE THE EXPANSION OF THE EXISTING HOUSING STOCK AND THE CONSTRUCTION OF LARGER NEW UNITS TO ACCOMMODATE FAMILIES IN DECENT, SAFE, AND SANITARY HOUSING.

- A. The City shall revise the Zoning Ordinance to implement the mixed-use residential/commercial land use designation.
- B. Through zoning, direct multiple-family residential development to those areas designated for upper-medium density, high density, or mixed use residential/commercial development.
- C. Land use conversion from commercial uses to residential development of infill along major arterials in areas of the City designated for mixed-use residential/commercial should be encouraged whenever appropriate. Residential development of this type should be encouraged when a proposal will result in the following:

- the assembling of existing lots;
- a reduction of the number of access points or "curb cuts" along the arterial; and
- no negative impact on existing land uses located in other zone districts.

Criteria for evaluating a proposal within these guidelines could include:

- a minimum lot size of 15,000 square feet;
- one curb cut per development with minimum driveway width or length sufficient to accommodate two vehicles;

- certification, by an acoustical engineer, that interior noise levels meet minimum habitable living standards as defined by Title 24 of the State Health and Safety Code. This certification would be based on actual interior noise measurements recorded prior to the issuance of an occupancy permit; and

- landscaping or wall requirement to provide adequate buffering.

An incentive in the form of additional dwelling units could be used to encourage developments within these criteria. The number of additional allowed should be in relation to the anticipated increased costs a prospective developer would incur as a result of these requirements when compared with similar development costs elsewhere in the City. Additional units should not be allowed at the expense of other development standards such as parking, etc.

GOAL 3

ENCOURAGE THE DEVELOPMENT OF A WELL-BALANCED DISTRIBUTION OF COMMERCIAL AND INDUSTRIAL ACTIVITIES IN THE CITY.

A. The City shall revise the Zoning Ordinance to implement the Mixed-Use commercial/industrial designation.

B. Land use conversions to commercial uses, particularly along major arterials, should be encouraged only when a proposal:

- assembles existing lots;

- limits the number of curb cuts along major arterials;

- provides adequate parking and on-site circulation;

- operates in conformance with the City's Noise Ordinance and other applicable environmental regulations; and

- will not negatively impact existing land uses in other zoning districts.

- C. The City could require landscaped buffers with mature landscaping, a wall, or both on those sides abutting a residentially zoned area. Agreements between property owners could be encouraged whereby the applicant installs the landscaping and the adjacent property owner maintains it. The landscaped buffer strip between the wall and adjacent property owner should be a minimum of 3 feet.
- D. Continue to support the efforts of the South Gate Redevelopment Agency in the upgrading of the "Tweedy Mile" and "Hollydale" commercial districts. In addition, portions of Firestone Boulevard and Long Beach Boulevard should be considered for inclusion in future Redevelopment Agency efforts.
- E. Establish design overlay districts which would include portions of Firestone Boulevard, Long Beach Boulevard and that portion of the South Gate Triangle Planning Area referred as South Gate Center. These districts would implement specific design-related criteria, including signs, for the respective districts.
- F. The City should prepare a Specific Plan for that portion of the South Gate Triangle known as South Gate Center which would allow a variety of high intensity commercial uses.

GOAL 4

MAINTAIN A STRONG AND DIVERSIFIED INDUSTRIAL BASE TO CONTRIBUTE TO THE ECONOMIC WELL-BEING OF THE CITY AND ITS RESIDENTS.

- A. The City will follow through on the current efforts to redevelop the Firestone and General Motors Plant sites as industrial and commercial activities.
- B. The City will restrict those industrial activities that would result in significant and detrimental environmental impacts to the City and its residents. The significance will be determined through the preparation of a Preliminary Environmental Assessment (PEA) and any subsequent environmental analysis.
- C. The City should inventory the existing structures and parcels in the industrial areas available for redevelopment and incorporate this information into a guide or book which would then be distributed to industrial real estate brokers and developers.

2.2 Infrastructure Element

The Infrastructure Element of the General Plan covers three areas: the street system, the water supply system, and the sewer system. The following actions are recommended to implement the goals and policies contained in the General Plan.

GOAL 1

PROVIDE A PLAN FOR A COORDINATED STREET CIRCULATION SYSTEM FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS

- A. Adopt an ordinance establishing the street classification system as described in the Infrastructure Element.
- B. The City should make every effort to provide the following levels of service (LOS), as a minimum, on the following types of streets:

Primary arterial	LOS "D"
Minor arterial	LOS "C"
Collector	LOS "C"
Local	LOS "B"

- C. The City will propose necessary additions to CalTran's 5-year STIP (State Transportation Improvement Program).
- D. The following measures will be considered for the primary arterial streets in South Gate:

On-street parking shall be prohibited unless the Traffic Engineer determines that such parking will not interfere with traffic flow. No on-street parking will be allowed within 100 ft. of any intersection.

Curb returns intersections of a primary arterial shall have a 25 ft. radius.

New developments shall not be allowed new access to primary arterials unless the Traffic Engineer determines that such access is the only feasible alternative. Reciprocal access agreements shall be considered during site plan review. In no case will access be provided within 100 ft. of an intersection.

- E. The following measures will be considered for the minor arterial roadways in the City of South Gate:

In no case will parking be allowed within 50 ft. of an intersection.

Curb returns at intersections of a minor arterial shall have a minimum 20 ft. radius.

New developments shall only be allowed new access to minor arterials when the Traffic Engineer determines that such access is the only feasible alternative. Reciprocal access agreements shall be considered during site plan review. In no case shall access be allowed within 50 ft. of an intersection.

- F. The following measures will be considered for collector streets in the City:

On-street parking will be permitted unless the Traffic Engineer determines that such parking creates a traffic safety hazard.

Curb returns at intersections of a collector street shall have a minimum 20 ft. radius.

- G. The following measures are recommended for local streets in South Gate:

Through traffic shall be discouraged on local streets.

Truck routes shall not be designated on local streets.

On-street parking will be permitted unless the Traffic Engineer determines that such parking creates a traffic safety hazard.

- H. Encourage the use of public transportation by:

Establishing a discount fare program.

Examining the possibility of establishing and perhaps subsidizing a jitney or dial-a-ride service in the City.

Encouraging the creation of a shuttle bus system to service the central business district and peripheral parking facilities.

Participating with the RTD in a program to encourage bus use by providing attractive waiting areas and shelters, route and schedule information and secure bicycle parking.

Requiring dedications as a condition of project approval for bus turnouts where appropriate.

Pursuing construction of a multi-modal transit center at the South Gate Center.

- I. Street furniture and shade trees shall be provided to encourage walking by making it an enjoyable experience.
- J. All new street projects shall include sidewalks, tree plantings and other amenities to encourage walking.
- K. The city will conduct a comprehensive study to update truck routes.
- L. Truck routes shall be properly posted to facilitate enforcement by the Police Department.
- M. Private and public improvement projects shall be reviewed to ensure that handicapped ramps and other necessary amenities are being provided.
- N. Consider establishing flex-time work schedules for carpool users, and provide reserved parking spaces in all public parking lots for car/van pool users.
- O. Encourage use of bicycles for short intra-city trips by:
 - developing and implementing a program for bicycle registration and bicycle education;
 - where appropriate, multi-family developments shall provide secure, enclosed bicycle parking for each dwelling unit; and
 - where feasible, the City shall provide bicycle lanes on all arterial streets.

- P. The City shall consider the installation of traffic diverters on local streets being used as alternates to arterial streets.
- Q. The City shall consider the installation of road bumps if requested by residents on local streets impacted by traffic diverted by congestion from higher level streets.
- R. Guide signs directing motorists to freeways and other major facilities shall be installed where appropriate.
- S. Requests to reduce on-site parking requirements shall require approval by the Traffic Engineer that such reductions will not contribute to an onstreet parking problem.
- T. Where feasible the City should require joint use agreements between adjacent properties for the purpose of providing consolidated parking facilities and removing obstructions to pedestrian flow between properties.
- U. The City should consider reducing the on-site parking requirements when developments propose the consolidation of parking facilities through reciprocal agreements.
- V. The City should consider use of the right-of-way along Southern Avenue for peripheral parking, served by shuttle buses.
- W. The Police and Fire Departments shall work with the County Sheriff and Fire Departments in designating routes to be used.
- X. Adopt an ordinance which establishes the routing of hazardous materials and prohibits the transportation of certain such materials through the City.
- Y. The Fire Department shall monitor and record the transportation of hazardous materials through the City.

GOAL 2

INSURE AN ADEQUATE WATER SUPPLY THAT WILL ACCOMMODATE THE NEW DEVELOPMENT THAT IS PLANNED IN THE CITY.

- A. Conduct a comprehensive review of the water distribution and storage system to ensure that it is adequate to meet both domestic and fireflow demand for the City at buildout under the revised General Plan.
- B. Coordinate any improvements in a long range program that is coordinated with the City's capital improvement program (CIP) which will be evaluated annually.
- C. The City should implement a program to replace all deteriorating or substandard lines in the City including the current efforts to replace all four-inch pipelines identified in the current CIP.
- D. Water consumption impacts of any new development will be assessed through the City's environmental review process. Any required improvements to the water system to meet fireflow or supply requirements will be done by the developer.
- E. The City will implement the Westside Water Supply project to provide additional fireflow and supply capacity.

GOAL 3

PROVIDE ADEQUATE SEWER CAPACITY TO ACCOMMODATE BOTH EXISTING AND PLANNED DEVELOPMENT.

- A. The City will follow the recommendations outlined in a sewer needs study and phase the necessary improvements to correspond to the City's capital improvements program.
- B. Conduct a comprehensive review of the sewer system to ensure that it is adequate to meet demand generated by buildout under the revised General Plan.
- C. Establish a program of systematically replacing older, substandard sewer lines before they fail.
- D. Coordinate efforts to maintain and the upgrading of the sewer system with the Capital Improvements Program (CIP).

2.3 Housing Element

The following measures are recommended to implement goals and policies contained in the Housing Element:

GOAL 1

PROMOTE SOUND HOUSING IN THE CITY OF SOUTH GATE FOR ALL PERSONS, REGARDLESS OF AGE, FAMILY, STATUS, INCOME LEVEL, RACE AND ETHNICITY.

- A. Continue to enforce the existing City codes and ordinances related to occupancy of residential development.
- B. Require property owners to correct any code or ordinance violation before occupancy permit can be issued or reissued.
- C. Require that property owners maintain their property and any structures according to the requirements outlined in the City's adopted building code.
- D. The City will cooperate with any appropriate agency or jurisdiction in the enforcement of laws designed to prevent housing discrimination.
- E. Government subsidized housing, when provided, shall not be concentrated or restricted to a particular area of the City and will be subject to the same development and design standards as any other residential development.
- F. Conduct a periodic survey of residential neighborhoods to make periodic assessments of housing conditions.
- G. All new housing developments will be reviewed for handicapped access.
- H. The Zoning Ordinance should be revised so that density bonuses must be granted to residential developments with 25% low or moderate income units or 10% low income units according to State Law.

GOAL 2

PROVIDE A WIDE RANGE OF HOUSING BY LOCATION, TYPE, AND PRICE TO MEET THE EXISTING AND FUTURE NEED OF THE CITY.

- A. The City will continue to administer and implement the housing rehabilitation programs outlined in the Housing Element.
- B. The City will continue working with the Fair Housing Foundation in providing a counseling service to handle housing discrimination complaints.
- C. The City should promote infill development along selected arterial roadways through revision of the Zoning Ordinance to allow for mixed-use residential development in these areas.
- D. The City will promote the preservation of the existing mobile home development in the South Gate Triangle Planning Area.
- E. The City should assist in the creation of a community development corporation which would be involved in housing rehabilitation efforts.

GOAL 3

ENCOURAGE THE MAINTENANCE OF THE EXISTING HOUSING STOCK AND ENCOURAGE THE PROPER UTILIZATION OF SUBSTANDARD AND UNDERUTILIZED PARCELS.

- A. The City should continue to administer and implement the housing rehabilitation programs outlined in the Housing Element.
- B. The City should assist in the creation of a community development corporation which would be involved in housing rehabilitation efforts.
- C. The City should notify violators of housing rehabilitation programs available to assist in making mandatory repairs.
- D. The City should implement a periodic pre-occupancy inspection of multiple-family rental units when there is a vacancy in a unit. Landlords would be required to notify the City in the event of a vacancy and an inspection could be scheduled as appropriate.
- E. The City should establish and enforce guidelines concerning the maintenance and upkeep of rental units in the City.

- F. The City should establish a tool loan program available to all members of the community and administered by City staff. Funding can be through private donations or in conjunction with rehabilitation grant application.
- G. The City should organize home repair workshops. The possibility of joint sponsorship with the high school or community groups should be explored.

2.4 Resource Management Element

The following measures implement the Natural Resource Element of the General Plan:

GOAL 1

CONSERVE AND PROTECT THE REMAINING NATURAL RESOURCES IN SOUTH GATE.

- A. The City should plant selected native, drought-resistant plants that require minimum amounts of water in City-maintained landscaped areas.
- B. The City should require the installation of low-volume flush toilets and low-flow faucets and showers in new construction.
- C. The City should review existing City ordinances to ensure building setback and height requirements provide sufficient solar exposure for new developments to effectively utilize solar energy systems.
- D. The City should require that all new construction be plumbed for solar water heating.
- E. The City should monitor local groundwater quality and evaluate the potential effects of governmental and private actions on water quality through the environmental review process.
- F. The City will implement appropriate air quality control tactics related to land use decisions, transportation practices and energy use.
- G. The City will continue to participate in the development and update of the regional air quality management plans required under Federal and State law. The City will work with the South Coast Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) in developing air quality strategies and tactics for the South Coast Air Basin.
- H. The City will review development proposals for air quality impacts and will require the mitigation of any significant impacts. Examples of such mitigation measures include:

- ° Abundant landscaping, which tends to shield and filter the air at the site;
- ° Setbacks and buffer areas from roadways and parking areas, which allow the dispersion of relatively concentrated contaminants near the source of emission; and
- ° Site arrangements which allow through movement of prevailing winds and circulation of air at the site.

GOAL 2

ENCOURAGE THE PRESERVATION OF THE EXISTING PLANT RESOURCES IN THE CITY.

- A. Utilize additional landscaping and tree plantings along portions of Firestone Boulevard, Tweedy Boulevard, Long Beach Boulevard, and Southern Avenue with the emphasis on drought tolerant varieties that require less water.

GOAL 3

MAINTAIN THE EXISTING PARK AND RECREATION FACILITIES TO PROVIDE THE RESIDENTS OF SOUTH GATE THE BEST POSSIBLE RECREATIONAL OPPORTUNITIES.

- A. The City's Neighborhood Watch programs should also emphasize the need for citizen participation in reducing vandalism in City parks.
- B. Prepare a long range master plan for the parks and recreation facilities in South Gate which is coordinated with the Capital Improvement Program.
- C. Establish an "Adopt-a-Park" program to involve civic organizations, businesses, and private citizens in park maintenance and upkeep.
- D. The Parks and Recreation Department could design a "gift book" which would identify certain improvements such as swings, benches, horseshoe pits, etc., with the appropriate implementation costs. Individuals and organizations could then purchase a "gift" for their park which would be dedicated to the purchaser.

GOAL 4

PROVIDE PARK AND/OR RECREATIONAL FACILITIES OPPORTUNITIES TO ALL RESIDENTS IN SOUTH GATE.

- A. Discuss possible joint-powers agreements for the purpose of increasing available recreational resources between the City of South Gate and:
 - (1) The local school district;
 - (2) adjacent cities;
 - (3) the County of Los Angeles;
 - (4) CalTrans; and
 - (5) utility companies.
- B. Investigate the possibility of establishing two additional tot lots on two proposed elementary school sites.
- C. The City should investigate the possibility of redevelopment of portions of South Gate Recreational Park. Funds received from the sale or lease of park property would go into an escrow account to purchase park land in those areas of the City deficient in park space.
- D. Initiate a campaign in the City to raise money for additional park land in those planning areas deficient in park space. The campaign could encourage private citizens, organizations, and businesses to buy one square foot of park space for the City.

2.5 Noise Element

The following measures implement the goals and policies included in the Noise Element:

GOAL 1

PROVIDE FOR MEASURES TO REDUCE NOISE IMPACTS FROM TRANSPORTATION NOISE SOURCES.

- A. To ensure the employment of noise mitigation measures in the design of new freeways (specifically the Century Freeway) or improvement of arterial roadways consistent with funding capability and to support efforts by the California Department of Transportation to provide for acoustical protection for existing noise sensitive land uses affected by these projects.
- B. Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.
- C. Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and South Gate Police Department.
- D. For new helicopter facilities, enforce the utilization of flight paths of helicopters over the major arterials or other high noise zones and the avoidance of non-emergency low level flights over residential areas. Any new facility, either public or private, must comply with accepted site selection criterion with respect to the noise environment, specifically compliance with the Federal Aviation Guidelines for New Heliports (Ref: AC 150/5020-2). The criterion specifies that the "maximum recommended cumulative sound levels (i.e., LDN) due to the proposed operations of helicopters should not exceed the ambient noise level already present in the community at the site of the proposed heliport."

GOAL 2

INCORPORATE NOISE CONSIDERATIONS INTO LAND USE PLANNING DECISIONS.

- A. Establish standards that specify acceptable limits of noise for various land uses throughout the City. These criteria will be designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts.
- B. Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise referral zones in Figure 5-1 identify those areas exposed to noise levels greater than 60 LDN and can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures are included.
- C. Enforce the State of California Uniform Building Code which specifies that the indoor noise levels for residential living spaces not exceed 45 LDN due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 LDN. The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City should also, as a matter of policy, apply this standard to single-family dwellings.

GOAL 3

DEVELOP MEASURES TO CONTROL NON-TRANSPORTATION NOISE IMPACTS.

- A. Continue to enforce the comprehensive community noise ordinance to ensure that City residents are not exposed to excessive noise levels from stationary noise sources.
- B. Require that new commercial projects, to be built near existing residential land use, demonstrate compliance with the City Noise Ordinance prior to approval of the project.
- C. All new residential projects to be constructed near existing sources of non-transportation noise (including but not limited to commercial facilities and public parks with sports activities) must achieve a minimum of 20 dBA of building noise reduction.
- D. Continue to enforce the Noise Ordinance that limits the hours of construction activity in residential areas in

order to reduce the intrusion of noise in the early morning and late evening hours and on weekends and holidays. Ensure adequate noise control measures at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential uses.

- E. Designate one agency in the City to act as the noise control coordinator. This will ensure the continued operation of noise enforcement efforts of the City.

2.6 Hazards Management Element

The following measures are recommended to implement the goals and policies contained in the Hazards Management Element.

GOAL 1

MINIMIZE THE HAZARDS TO PUBLIC HEALTH, SAFETY, AND WELFARE AND PREVENT LOSS OF LIFE, BODILY INJURY, AND PROPERTY DAMAGE RESULTING FROM NATURAL AND MAN-MADE HAZARDS.

- A. Review City, County and special district capital improvement plans for consistency with the seismic safety policies governing the location of critical public facilities.
- B. Inspect critical public facilities for structural integrity, and require correction as necessary.
- C. Update the Emergency Preparedness and Evacuation Plan (as required by Government Code Section 65302) that addresses structural hazards, inundation from a dam failure, seismic activity, flooding, fire and other disasters.
- D. Update and revise the Emergency Preparedness and Evacuation Plan as new information becomes available.
- E. Conduct a public information program on preventing hazards and responding to a disaster and institute a program to disseminate information to all residents and businesses in the City.
- F. Enact ordinances for the evaluation and abatement of structural hazards (i.e., parapet ordinance and hazardous building ordinance requiring repair, rehabilitation, or demolition of hazardous structures following structural evaluation).
- G. Adopt the Uniform Building Code provisions regarding lateral forces (Chapter 23) and grading (Chapter 70).
- H. Establish procedures for reviewing subdivision and other development permit applications to ensure safety from seismic and geologic hazards, including liquefaction areas and groundshaking zones.

GOAL 2

SUPPORT THE EFFORTS OF THE LOS ANGELES COUNTY FIRE DEPARTMENT IN THE PREVENTION AND SUPPRESSION OF FIRES.

- A. Evaluate the emergency fireflow requirements for new development in the Preliminary Environmental Assessment.
- B. The City should cooperate with the Los Angeles Fire Department in the preparation of a Fire Prevention Program designed to reduce the extent of damage resulting from fire. Such a program would include inspection and abatement of hazardous conditions in and around structures, providing a bi-annual inspection of commercial and/or public buildings (1979 Fire Code).
- C. Include in the City's Capital Improvement Program improvements to the road and street system in areas subject to fire in order to improve access for emergency vehicles.

GOAL 3

ENHANCE THE SAFETY OF ALL CITY RESIDENTS AND WORKERS FROM HAZARDOUS WASTES AND THE HAZARDS ASSOCIATED WITH THE TRANSPORT OF SUCH WASTES.

- A. Restrict the transportation of hazardous materials to selected major arterials in the City.
- B. Require that producers, users, and transporters of hazardous materials clearly identify the materials on signs posted on the exterior of buildings or storage facilities containing such materials.
- C. Prohibit new businesses that are producers or transporters from locating in or adjacent to residential neighborhoods.
- D. Establish a system to monitor and regulate the handling, transport, and disposal of such materials and actively enforce City codes regarding such materials.

GOAL 4

SUPPORT THE EFFORTS OF THE SOUTH GATE POLICE DEPARTMENT IN LAW ENFORCEMENT AND CRIME PREVENTION.

- A. New developments shall be required to provide adequate security provisions.
- B. The City of South Gate Police Department shall review development proposals for security provisions.
- C. Amend City ordinances to include design standards for new development incorporating defensible space and building security provisions.
- D. Actively promote and expand existing efforts by the South Gate Police Department to prevent gang related violence.
- E. Continue to support and expand, as necessary, the graffiti removal program in the City.
- F. Continue to support the Neighborhood Watch program and expand to include those areas of the City not involved in the program.

2.7 Economic Development Element

The following measures are recommended to implement the goals and policies in the Economic Development Element:

GOAL 1

INCREASE INDUSTRIAL DEVELOPMENT IN THE CITY OF SOUTH GATE.

- A. Continue to create additional industrial facilities within existing redevelopment projects with emphasis on the re-establishment of the General Motors site as a major industrial force in the community. Seek new industrial development in other sites including the drive-in theatre and Armstrong-Cork properties.
- B. Expand the City's redevelopment project areas to encompass the potential development sites south of Firestone Boulevard between Otis Avenue and Atlantic Avenue while retaining commercial land uses along the key arterials.
- C. Encourage other industrial developments outside of existing or prospective redevelopment project areas, particularly the Firestone plant site and the surrounding area.
- D. Provide financial assistance to the private community where needed to assist in the industrial development process.
- E. Provide financial assistance to the private community where needed to assist in the development process.

GOAL 2

INCREASE NEW COMMERCIAL DEVELOPMENT IN THE CITY OF SOUTH GATE.

- A. Continue existing commercial redevelopment projects (Santa Ana/Seville, Tweedy Boulevard, Hollydale).
- B. Create a major tax producing retail complex on Firestone Boulevard east of the Long Beach Freeway. Key new elements will be the South Gate Center and a major auto center.

- C. Expand the City's redevelopment project areas to encompass arterial frontage located at the northwest quadrant of Firestone Boulevard and Atlantic Avenue in conjunction with industrial redevelopment area expansion (Policy 1.2).
- D. Facilitate development of the mixed-use corridors, including establishment of an expanded redevelopment project to encompass these areas.
- E. Facilitate development of the mixed-use corridors, including establishment of an expanded redevelopment project to encompass these areas. Provide financial assistance to the private development community where needed to assist the development process.

GOAL 3

CREATE IMPROVEMENT PROJECTS WHICH ARE FINANCIALLY SELF-SUFFICIENT.

- A. Use bond fund leverage judiciously, with less than 20 percent of total tax increment resources directed to a single project.
- B. Negotiate fair but economic purchase prices for site assembly.
- C. Use City eminent domain as a last resort only to acquire "holdout" situations.
- D. Obtain developers and major tenants with proven financial strength and track record of capability.

GOAL 4

PROVIDE ADDITIONAL JOB OPPORTUNITIES TO SOUTH GATE RESIDENTS.

- A. Encourage manufacturing and R&D industrial development and commercial development.

GOAL 5

OBTAIN CHANGE THROUGH POSITIVE ACTION AS OPPOSED TO RESTRICTIVE ACTION.

- A. Influence the type and quality of development by playing a major role in site assembly, attracting developers and major tenants, and providing necessary financing assistance.
- B. Discourage additional distribution/warehousing development in the City through solicitation of firms that are generally labor intensive.



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